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EDITORS AND PUBLISHERS:

John L. Scripps, Charles H. Ray, William Bross, Joseph Medill, Alfred Cowles.

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Press & Tribune

CHICAGO.

NOTICE TO MAIL SUBSCRIBERS. The date on the printed address of subscribers shows the time to which the paper is paid. They are requested to examine these dates, as all papers will be stopped when the date expires to which they have been paid.

WISCONSIN.

The latest figures in the Madison *Journal*, embracing official returns from all but five counties and reported majorities from those, elect Judge Sloan by *four* votes. Thus the result seems to be as uncertain as ever. The official figures from the last county will be required to settle the question.

THE PACIFIC RAILROAD.

We publish this morning, on the third page of the PRESS AND TRIBUNE, the Report of the Pacific Railroad Committee and the bill introduced by them. The great importance of the subject is a sufficient apology for the large space which we devote to the publication of these documents.

The Report has appended to it the signatures of all the members of the special committee of sixteen—a fact which puzzles us somewhat, as it recommends but one road, and that, too, on the Central route, while it has been understood that a minority of the Committee insisted upon the building of a Southern in addition to a Central or Northern Road. But at all events the bill and report embody the views of a majority of the Committee, and we hope of a large majority of the House. The Report is an able document and will amply repay an attentive perusal. The arguments relative to the advantages and necessities of a Railroad across the Continent, to connect the Pacific with the Atlantic coasts of the continent, are almost superfluous, as the whole nation has become convinced in that regard. The people have talked about this Road until every one has been convinced and all have declared: "Let a bill be passed, and the great work be speedily commenced."

The argument in favor of the Central route, (if but one Road is to be built,) is conclusive and irresistible. It is shown to be the shortest line to San Francisco, by from three to five hundred miles. It can be built more cheaply, and will accommodate directly more population and commerce than any other route. As a great trunk line it can be more readily and easily intersected by branches from the North and South, than any other projected line. In order to escape sectional jealousies and antagonisms, the Eastern end of the Road will commence at two points on the Missouri river, one from Missouri, a slave State, and the other from Iowa, a free State, and the two will converge together at or near Ft. Kearney on the Platte, 200 miles west of the place of beginning. The starting points are left to the company to select, but it might be safe to designate Kansas City, at the mouth of the Kaw river, or St. Joseph, and Omaha City, opposite Council Bluffs, as the probable initial points that would be fixed upon by the corporators.

But the important thing in this whole matter is the mode of granting Government aid. The extent of the assistance and the conditions upon which it is given, does not certainly exceed the limit of liberality which the people have had in mind. The only fear is, that the bill is too parsimonious, and that private capitalists may not be found who will advance the residue of the requisite funds on the terms dictated. The Report estimates the cost of the Road at one hundred and twenty millions. The Government is to loan the Company half that amount in thirty years' bonds, bearing five per cent. interest. This advance is to be secured by a first mortgage and to be repaid in services of transportation, such as carrying mails, troops, agents, stores and munitions, and in telegraphing. This advance of bonds is to be made as fast as the work progresses. The amount of aid is graduated, increasing from each end to the middle. Beginning with $12,000 a mile, for the first degrees of longitude through which the road will pass, the amount is increased by $3,000 for each degree until it reaches the Rocky Mountains, when the amount per mile will be about $50,000. From the Rocky Mountains westward, the subsidy decreases at the rate of $2,000 per degree of longitude, ending at $24,000 at the west side of the Sierra Nevada range, and from there to San Francisco, $12,000 per mile. The average aid for the whole distance, from river to ocean, is $30,000 per mile. The length of the road is estimated at about 1800 miles; but the forked eastern end will add 200 miles, making the entire line 2,000 miles in round numbers.

The bill grants the company every alternate section of the public domain through which the road passes within one mile thereof, and very properly requires that the iron of which it shall be built must be of American manufacture. The bill designates certain prominent citizens of different States who are to form, with their associates, the Company who are to construct the road. The Company is charged five per cent. interest on the money loaned it by the Government. The first draft of the bill charged no interest, but only required the repayment of the principal. We fear that charging interest and also taking a first mortgage may have the effect of deterring capitalists from embarking their means in this vast undertaking. The interest clause should be stricken out. The country can amply afford to donate the interest on bonds for the sake of making sure of the construction of the Road. A vast majority of the people would be perfectly willing to donate both principal and interest to any company that will build them a great Central Railroad to the Pacific. But we withhold farther comment, and request our readers to peruse the Report and the bill accompanying it, and then sit down and write to their Representatives and Senators not to adjourn Congress until they have passed the bill, or at least brought it to a vote, with the yeas and nays recorded on it.

The Board of Trade and the Reciprocity Treaty.

At the meeting of the Board of Trade yesterday, the following preamble and resolution were passed:

Whereas, This Board has learned through the public press that a formidable effort is being made at Washington to induce the President of the United States to take steps for abrogating the treaty of reciprocal trade and commerce between the United States and the British North American Provinces; and, whereas, we believe such a result would be detrimental to the interest of agriculture and trade of the country, and the commerce of the Lakes, therefore, Resolved, That a Committee of five be appointed by the Chair to draft resolutions expressive of the views of the Board upon the subject of the operation of said treaty and the interests of this country in relation to the same, and to confer with the Boards of Trade of our sister cities of the West and the St. Lawrence, to obtain a concert of action in relation to this subject so important to our common interests.

The Chair appointed the following Committee: J. C. Wright, C. H. Walker, C. T. Wheeler, Stephen Clary and P. Anderson.

This subject should receive the earnest attention of all our citizens. The St. Lawrence route and the Grand Trunk Railway have been making serious inroads upon the commerce which the city of New York, Buffalo and central New York generally have claimed as belonging by inalienable right to the Erie Canal and the Central Railway. The West must not surrender that claim for a moment. The free navigation of the St. Lawrence, and even a much more liberal reciprocity treaty with Canada, are what the West will demand. Even the Empire State, with all her greatness, must not be permitted to thrust her own selfishness in the way of Western progress. What we now need are larger and less fluctuating markets for our produce, and the quickest and the cheapest possible freights to the ocean. The latter can only be secured by active competition between all the lines of transit to the seaboard. We trust the Committee will collect and present such an array of facts as will be conclusive on this question, the right of which is so vital to the prosperity and the progress of the West.

Charleston Speculations.

[Special Dispatch to the N. Y. Herald.]

WASHINGTON, April 16, 1860.—This evening's train brought the remainder of the delegates from the North to the Charleston Convention. The Wood and Cagger delegates are now all here, and a lively time they are having. Both sets are mum as to their preferences for the Presidency, although the Douglas men say they have positive assurances that the Cagger delegation will cast their vote for the "Little Giant." The Hunter, Breckenridge and Guthrie men also allege that they have the same assurances. Wood and his men are very discreet, and decline expressing a preference for any of the Presidential candidates. His main reliance for admission into the Charleston Convention is upon the Southern delegations. If the South even suspects that the Cagger delegation will cast their vote for Douglas, they will vote in a body against their admission. Such instructions, it is said, have been sent from here by the leading Southern Senators and members to the various Southern delegations. This seems to indicate that under no circumstances will they submit to the nomination of Douglas, and yet, in face of this, men are betting on his nomination against the field. It is said the Massachusetts delegation, who have heretofore been considered for Douglas, will vote against him from the jump. This change has been produced since they arrived in this city.

The excitement here among the delegates to Charleston to-day and to-night is reaching its height. The Douglas fever is so high that the hectic flush appears, and death is certain. Collector Whitney, of Boston, has a majority of the New England delegation against Douglas, most of whom are for Secretary Toucey, while some of the most skillful among them are managing the race for Seymour, of New York. As a blind, the Massachusetts delegation, under the lead of Collector Whitney and General Butler, visited Vice President Breckinridge to-night, and paid their respects to him. The Pennsylvania and New Jersey delegates are largely for Breckinridge. New York agrees to go for any Southern man who appears to be the voice of the Convention. The Douglas men have a branch establishment at the National Hotel, the star of which is the "Little Giant" himself. Everybody is invited in there, on the principle of "Come into my parlor," &c. Some go in and some don't. To-night there was a jolly time at the ranche, and speeches were made by Senators and Representatives. Whisky was drank and stories told, but nobody in particular committed, unless verdant gentlemen of the press were induced to believe that everybody who spoke there would shout and vote for Douglas at Charleston. Not a bit of it. Good whisky drinkers are not caught that way.

All sorts of betting is going on, but the heaviest is against Douglas, and his friends frequently become desperate and loose their temper, while the opponents of the "Little Giant" seem to be happy as clams at high water. The contest between the two delegations from Illinois is quite amusing. The "nationals," so called, clearly have the inside track, and bet their money, first, that Douglas cannot be nominated, and secondly, if he is, that he cannot carry Illinois.

The Southern delegates who are here declare that they will sustain the administration men from the North who have stood by them, and that they would be false to their own principles if they did not do so.

The *States and Union* newspaper, Douglas' organ, of this city, is particulary severe this evening on Gen. Whitney, the Collector of Boston. It denounces as a "malicious libel" a rumor that Gen. Whitney, of Massachusetts, had not only agreed to violate his own pledges and instructions, but had undertaken to carry over a majority of the delegates from that State against Douglas. It declares that Gen. Whitney had uniformly expressed himself for Douglas' nomination, and was elected a delegate to Charleston, pledged by every consideration which could influence an honest man, to vote for Judge Douglas in that Convention. After this announcement the same paper ironically asserts that, "it is true that Gen. Whitney accepted a highly honorable and lucrative office from the President after his election as a delegate, but does it follow that for this office he sold his honor, or that that the administration ask the thing of him?" I am authorized by Gen. Whitney to say that he was not elected a delegate to Charleston under a pledge to vote for Judge Douglas, and that he is not a supporter of Judge Douglas, although a personal friend. I learn, also, that General Whitney will carry the majority of the Massachusetts delegation against Douglas. I am satisfied that many delegates, who declare Douglas to be their first choice, will stick by him for a certain number of ballots, until they see he is likely to be nominated, when they will abandon him for some one else. Guthrie and Breckinridge are amongst the most prominent candidates talked of. A distinguished legal gentleman of Massachusetts and a delegate to Charleston, gave it as his deliberate opinion to day that there seems to be but one thing settled in regard to the Charleston Convention, namely, that Douglas, cannot be nominated. His want of fidelity to the South in the Lecompton struggle will destroy their confidence in him at this important issue.

The Lemmon Slave Case.

The Lemmon case has been decided in the New York Court of Appeals by an affirmance of the judgment of the Court below, which was adverse to the claimant Lemmon. Its next appearance will be before the Supreme Court of Dred Scott.

THE CITY.

Auction Sales this Morning.

Household Furniture, Silver-Plated Ware, Carpets, &c., by Gilbert & Sampson.

House Furniture, Oil Paintings, Pianos, &c., Liquors, Groceries, Tobacco, Soaps, &c., by W. A. Butters & Co.

GRITS OR FINE HOMINY, just the thing for "Pike's Peakers," in crossing the plains. It can be cooked for breakfast, and warmed over for dinner and supper. These and more are being prepared by H. O. Waggoner, from the whole flint corn. There is not a more palatable or delicious article of food offered in our market.

SUNDAY SCHOOL FESTIVAL.—The ladies connected with St. Paul's Church, (First Universalist,) will give a Festival in the Vestry of their Church, this (Thursday) evening, the proceeds of which will be appropriated to the Sunday School. There will be singing, speaking, and the usual variety of refreshments. Admission 25 cents.

CHURCH OF THE ASCENSION.—At the annual parish meeting of this church, held on Monday evening, 16th inst., the following gentlemen were elected officers for the ensuing year: J. H. Batten, Senior Warden; Dr. T. H. Eddy, Junior Warden; Messrs. R. D. Van Wagenen, Dugald Stuart, Thos. Goode, P. A. Almini, J. T. Flynn and Wentworth Flaeger, Vestrymen.

☞ We call attention to the advertisement of the new law firm of Stiles & Dean, who have just opened their office in No. 11 Dickey's Building, and are glad to improve the opportunity to recommend them to all requiring the services of capable and careful legal advisers. Neither gentleman is a stranger here, and their new association will, for that reason, be widely recognized as a promising and valuable one.

KINGSBURY BLOCK.—We notice that the elegant new Kingsbury Block is nearly finished and is about to be occupied by tenants. Its first class and well located stores have been taken respectively by Peugeot as a Fancy and Variety store, Higgins as a Music Store, Oakley as a Tobacco and Segar Store. The beautiful Concert Hall will be opened and dedicated next week.

MINISTRY AT LARGE.—I want work about the city for a smart, capable man from Wales—he has a thorough knowledge of the Farm and Garden, but will work at any other job. Also a place for a good woman (a widow) with a child four years of age; she is from Canada, a first rate needle woman; can oversee a laundry or keep house; needs a place at once. Apply at 169 Randolph street, third floor.

A BOY ATTACKED BY A VICIOUS HORSE.—We learn that on Tuesday afternoon a little son of John Schiddler, ten years old, while at play on the sidewalk on North Wells street, was attacked by a vicious horse that was running loose. The animal made at him with his fore feet, striking him on the arms, one of which was broken in two places, and biting him in the ribs and on the side of his face, making severe wounds. The animal would have killed the lad if he had not been taken away by a passer-by.

THE ART EXPOSITION.—Owing to some confusion in the publication of the notices, we are requested to state that the meeting of those interested in the forthcoming "Art Exposition" will be held this (Thursday) evening, at 7½ o'clock, at the Tremont House.

The sub-committee appointed to confer with the former contributors, have met with very gratifying success; and there is no longer a doubt that the exhibition is a fixed fact, and will, we confidently anticipate, prove a crowning glory to the exertions and enterprise so happily inaugurated in the erection of the Republican "Wigwam," by our citizens for the accommodation and entertainment of the Convention and its attendant thousands.

ST. GEORGE'S BENEVOLENT ASSOCIATION OF CHICAGO.—A special meeting of this Society is convened (by requisition) to be held on Friday evening, April 20, 1860, at 8 o'clock P. M., at Bryant, Bell & Stratton's College, Larmon Block, for the purpose of reading the Constitution and By-Laws, also late Committees' Report on the same, that action may be taken thereon, with the view of printing, to be ready for distribution on the next regular meeting.

By order, FRANCIS HUDSON, Pres't.
THOS. E. POULSON, Rec. Sec'y.

DISASTROUS CONFLAGRATION!

THE ILLINOIS CENTRAL R. R. MACHINE SHOP BURNED!

Loss $130,000!

Insured in Foreign Offices.

The Illinois Central Railroad depot grounds on the Lake shore, just below the long pier, were visited night before last by one of the most serious and destructive conflagrations that has taken place here the present year, the total amount of the loss reaching the large figure of $130,000.

The Company's buildings at that point were a magnificent stone round-house, whose huge dome and cupola formed a prominent object and landmark at that point. Next south was a stone structure, the MACHINE SHOP, fronting seventy-five feet on the track, and one hundred and sixty feet long, extending east toward the Lake, on land made by the Company. South of this still, was a blacksmith shop seventy feet wide and one hundred and sixty feet long. These were all structures most substantial and costly, and filled with every appliance for the several descriptions of work carried on.

The MACHINE SHOP was three stories high, or rather two full stories with a loft above, the entire length of the building for drafting, pattern making, &c. The blacksmith's shop was one full story high. All had slate roofs. The buildings described, with their contents, are now a heap of ruins.

The fire broke out about one o'clock and it speaks little for the vigilance of the inside watchman that it was first seen by the yard watchman who gave the earliest alarm. When first discovered the flames were well at work in the drawing and pattern loft of the largest building, whence it spread with great rapidity. The Fire Department were promptly summoned and steam fire engines speedily on the ground, but by a singular oversight which the Railroad Company will doubtless immediately remedy, such was the location of the buildings and the approaches to the lake at this point, that the steam engines could in no way be brought near enough to take suction from the lake, but were forced to make long lines and take water from the four inch mains on Wabash Avenue. The *Little Giant* threw her stream through two thousand feet of hose. The *Island Queen* in the attempt to get her across the track was overturned and disabled. Even under these disadvantages the steamers did excellent service in preventing the flames from crossing the track, which was at one time imminently threatened.

The hand machine, No. 9, located at Carville, did nobly, and was a prominent instrumentality in the preservation of the Company's Oil House, where were stored about $10,000 worth of oils.

The utmost exertions could not, however, prevent the destruction of the large shops and the Round House. The locomotives in the latter were dragged out by hand, and a passenger locomotive was fortunately on hand, sent down from the depot grounds, and did excellent and timely service in removing these machines to a safe distance from the fire.

In the Machine Shop were four locomotives, Nos. 6, 8, 24 and 59, which were being repaired, and which are prized at an average value of $8,000 each, and insured for $10,000; about $1,500 worth of patterns; twenty-five lathes, valued at from $300 to $2,000 each; a large quantity of drawings and books belonging to the General Office of the Machine Department, as well as considerable personal property belonging to Mr. Hayes, the Superintendent of Machinery, fell a prey to the flames.

Among the property of Mr. H. were about $1,200 worth of drawings and drawing implements. The drawings lost by the Company are exceedingly valuable, being that of the entire machines of the road.

The eager flames left little or nothing combustible in either of the shops, the very walls of which are so much injured as to require almost entire rebuilding. The Round House fared better, and its walls are comparatively uninjured.

The total loss is estimated at about the sum named, $130,000, which is fully covered by insurance in the London and Liverpool Insurance Companies. The fire is supposed to have originated from a spark from the copper room, which must have lodged and smouldered for a long time in the roof until fanned into a conflagration.

About one hundred and eighty men were employed in their shops. The buildings will be immediately replaced. At an early hour yesterday, Superintendent Hayes had a large steam pump rigged, and the premises were thoroughly flooded to extinguish the smouldering embers, while in the portions already cooled a large force of men were at work.

The Company, from its large resources and establishments, both at Carville, just below this city, and at Centralia, Amboy, and Wapello, on their line of road, will be but slightly incommoded in the interim needed for the restoration of their premises to their late form and activity. They will not this time neglect suitable provision in access to the water of the lake, for the Fire Department.

YET MORE RASCALITIES.

What Shall be Done?

The Penitentiary is certainly beckoning for members hereaway who should and would speedily recruit its corps of ring-streaked inmates, were the vigilance and diligence of our city police even feebly commensurate with the zeal and activity displayed by the light fingered and busy craftsmen who are despoiling our citizens. The heavy freighting department of the police business, as appertaining to the collection of helplessly drunken victims for calaboose treatment, is well attended to, and the police records, which we have small disposition to copy, teem day after day with "high old drunks," and all descriptions and styles of zeal in the votaries of Bacchus.

And the police dock is appropriately and oft times varied by bedraggled and bedrizzled females, and in all this we have no fault to find and may praise the activity and zeal of our officers. But what are they doing to make the city uncomfortably hot for the grand army of cracksmen and thieves of all degrees, who prowl about our homes, and make a grand ransack of house after house almost nightly. Nothing, literally and simply nothing.

We are not now thinking of the just now flush rogue who lined his pockets from the rickity safe of City Collector Mueller. We hope the scamp may be caught yet and have a confidence in the belief that he will prove to be no thief by profession or open antecedents. The Court House building may take care of itself, for all we intend in this article to urge in its behalf, and the night-prowlers may steal the bellman and his big bell, and run away softly with the Board of Complaint, taken unawares in a night session, for aught we care. There are those more interested than we or the general reader is, to see to the protection of these points.

But sad havoc is certainly being made about town by knaves who are adepts in the art of which Mercury is the patron deity. Our citizens many of them know it from dear bought experience, which the rest should borrow to save a similarly expensive lesson.

And first, and this hint is seasonable, a large trade is being driven in the pillage of *vacant* or *untenanted* house line. Here before us lie four fresh instances where a house which is left vacant a day or two has been entered and robbed of everything in the department of Gas Fittings and Plumber's work that could be pried or cut away. In the house of C. N. Holden this loss reaches a figure of about $80. In another still more, and in a third the landlord finds his *doors* unhung, and their hardware spoils, in hinges, locks, &c., &c., all of the first class, gone off in company with his gas burners, and silver plated water cocks.

Three furnished houses, have been boldly entered during brief absences of the household, and thoroughly ransacked within a week. The house of Rufus Blanchard, on Sangamon street, was entered by forcing open a rear door, on Tuesday afternoon, and his wife returned after three hours' absence to find that during the time rogues had pushed their cool (indeed Arctic) explorations to the bottom of every trunk and drawer on the premises, and selected their booty as leisurely as a first-class shopper makes her purchases.

Burglary after burglary takes place night after night, of no large class it is true, but their number gives a plump footing of amount to the booty. Now these are facts, and no amount of semi-official twaddle from any quarter will conceal or blind the eyes of our citizens to the truth. What is to be done?

We do not propose to answer the question, but handy and accessible to whomsoever may undertake the task stands the other indisputable fact, that we have in Chicago, detectives the terror of whose name the fraternity of knaves the country over acknowledge and stand in awe of. It would seem that something might be done to rid our citizens of the serious tax the latter are widely and unequally levying.

☞ Attention is called to the advertisement of reduced prices of carpets, for sale by P. Palmer, 112, 114 and 116 Lake street.

Half-Fare Tickets to the Convention.

CHICAGO, April 17, 1860.

Geo. W. Gage and others:

GENTS—Yours of yesterday is at hand. I am pleased to be able to give you the assurance that this Company will comply with your request, and issue excursion tickets from Pittsburg and other points on the line of their road, to delegates and others desiring to attend the Republican Convention to be held in this city in May, convinced as they are that whatever tends to the interests of the city, cannot be injurious to the welfare of the Road.

Yours respectfully,
JOHN J. HOUSTON,
Gen'l Agent P. Ft. W. & C. R. R.

POLICE.

POLICE COURT.—Yesterday's Police Court was varied by the results of a general sweep among dens of infamy. Few of our readers are interested in particulars thereof. There were less than half a dozen of simple drunks.

LOCAL MATTERS.

☞ Go to John Jones, 119 Dearborn street and get your clothes cleaned and repaired. They will be well done and at prices to suit the times.

☞ Opening of Spring Millinery at Mrs. Cary's Rooms, No. 64 Lake street, corner of State street, up stairs, over shoe store, on Friday and Saturday, April 20th and 21st. ap19 3t

If you need new clothes, and lack money to buy them, Take your old ones to Cook & McLain—just to try them—They'll at 98 Dearborn, repair, clean, and dye them, And make them seem new, unless people belie them.

☞ Don't stop to ask if there is Gas in the house you are about moving into. Remember that Kerosene is a far better and cheaper light. With our new Burners there is no smoke or smell. Call and see our Lamps at the Lamp and Oil Emporium, 126 Clark street, between Washington and Madison streets. ap14-12t

SIGNS! SIGNS! SIGNS!—Chambers & Dubois, 115 and 117 Dearborn street, are painting every description of *Signs, Banners, &c.,* in the best styles at very low prices. ap9-1m

PIKE'S PEAKERS, ATTENTION!—Complete Rubber Outfits, Coats, Camp Blankets, etc., etc., at Jno. B. Ideson &c., 21 Dearborn st. ap8-1f

DIED.

In Amboy, Lee county, Illinois, on the 9th of April, at the residence of her husband, James F. Powers, Esq., Mrs. ELIZA MARIA POWERS, eldest daughter of Col. Turner Sears, of Greenwich, Mass., in the 30th year of her age.

Springfield (Mass.) Republican and Boston Cultivator please copy.

Farms, Lots, &c.

BEAUTIFUL RESIDENCE LOTS. With the convenience of Horse Railroad, Gas and Water. INDIANA AVENUE, Corner of Commerce street. The undersigned will sell this desirable property at prices to suit the times. JOHN WEST, 111 Lake street.

Build While Lumber, Labor and Lots are Cheap! COTTAGE GROVE RESIDENCE PROPERTY. TEN DOLLARS PER FOOT. I have just laid out some beautiful lots in every way suited for respectable residences. They are within three minutes walk of the Chicago University and command a splendid view of the Grove and University buildings. Also, several larger lots, finely timbered, for sale either by the lot or acre. JOHN WEST, 111 Lake street.

FOR SALE—No. 64 A B 4.—IMPROVED FARM, Fourteen miles from Chicago, at Calumet Station, on the Illinois Central Railroad, containing [illegible] acres, of which [illegible] are fenced, [illegible]. Will be sold in parcels of 20 or 40 acres or whole. Apply to S. H. KERFOOT & CO., 35 Dearborn-st.

FARM FOR SALE.—The "Mound Farm," three miles West of Jacksonville, Illinois, one of the finest and most productive in the State, is offered at private sale. It contains [illegible] acres of high, dry, rolling land, [illegible] in the midst of a landscape of surpassing beauty. There is an orchard of choice bearing apple, peach and pear trees; [illegible] also, a large and convenient barn (one of the best in the country). The city of Jacksonville, with a population of 10,000 is in full view, and furnishes a ready market at best prices for all that can be produced [illegible] railroad to all important points. The city contains three colleges, a female academy, and the State Institutions for the blind, deaf and dumb, and insane. The farm will be sold in one lot or may be subdivided into four parcels. Terms reasonable. Inquire of the subscriber on the premises. AUSTIN ROCKWELL. Jacksonville, Ill., February 6th, 1860.

MICHIGAN AVENUE PROPERTY FOR SALE. Forty feet front on Michigan avenue and 112 feet deep, at the corner of Harrison street, with or without improvements. Forty feet front on Michigan avenue, south and adjoining the above 112 feet deep, with the improvements. Also—Three Lots with the improvements thereon on Harrison street, near Michigan avenue. The above property is located in the most desirable residence part of the city. A large portion of the purchase money may remain on mortgage, [illegible] For particulars, see small bills at our office. REES & SLOCUM, 46 Lasalle street.

Money and Exchange

$25,000. REAL ESTATE securities given for purchase money, running from three to twelve months, wanted. B. F. SHERMAN, 114 Dearborn street.

TO MONEY BORROWERS and LOANERS.—For the sum of $1 and postage, I will send to any part of the State, an exact copy of the most correct form of (with directions how to prepare) Real Estate Papers upon which to obtain or loan money, either in Chicago or in any other portion of the State of Illinois. Such information will save parties much time and expense in obtaining or making loans. [illegible] Address E. H. CUMMINGS, Private Broker, 102 Randolph street, Chicago.

FOR MONEY TO LOAN ON REAL ESTATE SECURITIES APPLY TO ERNST PRUSSING, DEALER IN FOREIGN EXCHANGE, MONEY AND REAL ESTATE BROKER, *Agent for the British Commercial Life Ins. Co., and Notary Public.* NO. 6 LARMON BLOCK NO. 6 N. E. cor. of Clark & Washington sts.

AIKEN & NORTON, *BANKERS AND DEALERS IN EXCHANGE,* Corner Clark and Lake street, Chicago, Ill.

TELEGRAPHIC EXCHANGE On New York. Drafts, Acceptances, and Notes paid in New York on the day of maturity, or last day of grace, and money deposited for account in the city of New York, and sent to cities in the vicinity of New York, on telegraphic orders. EMERY COBB, Telegraph Office.

For Pike's Peak.

HO! FOR PIKE'S PEAK.—I am constantly curing and smoking Hams, Bacon, Shoulders, &c., which I offer to the trade at the lowest cash prices. T. D. BOOTH, Cor. Wells and Chicago ave., North Side.

FOR PIKE'S PEAK!! Since I had my outfit burned at the Burlington and Quincy Railroad last week, I have three Concord Coaches, and shall leave on MONDAY, the 23d. All wishing passage through to Denver call on B. C. PEASE, No. 216 Kinzie street.

PIKE'S PEAK OUTFITS. Guns, Rifles, Pistols; Colt's, Allen's, Sharpe's and every variety of Revolver; Bowie Knives, Tents, Picks, Shovels, Pans, Gold scales, Blankets, and all kinds of miner's tools; Powder, Shot, Caps, and ammunition generally. Agent for St. Louis Shot. Sole Agent for Hazard's Powder. GEO. T. ABBEY, 126 Lake street.

FOR THE GOLD MINES. CHAS. A. EATON, Agent, [successor to D. Eaton & Co.] SHARPS AND COLTS RIFLES, COLT'S PISTOLS, BOWIE KNIVES; also, a large assortment of Target and other Rifles, Shot Guns, and other apparatus for a general outfit for the Mines, at 24 Lake st.

General Notices.

TO THE COMMITTEE ON MANUFACTURES, LUMBERMEN, and others. The undersigned desires to lease lots on the South Branch, docked, with Railroad side tracks, &c., for a term of years; and for reasonable inducements will erect suitable buildings for Packing, Milling, Tanning, &c. [illegible] Apply to DR. BRAINARD, 48 South Clark street.

TO ALCOHOL AND CAMPHENE DISTILLERS.—For sale, two large copper Alcohol Stills, and one Camphene Still; also an Engine and Boilers, all nearly as good as new and in perfect order. Apply to F. H. & W. C. FOWLER, 142 Front street, New York, or to M. FIELD FOWLER, 39 and 15 India Wharf, Boston.

FOR SALE CHEAP FOR CASH, [illegible] Apply at ABBOTT'S Agency, 134 South Clark street, up stairs.

MONEY TO LOAN at 10 per Cent. for Five Years. [illegible] F. DOWRING & CO., 6 Clark-st.

New Advertisements.

☞ C. K. SCRIVEN, Advertising Agent, 63 Dearborn-st., is authorized to receive Advertisements for this and all the Leading Papers of the North West.

WANTED.—A Situation by a young man who has been employed in Banks as Book-keeper, for the past seven years, from which he can give references. As an inducement, he is willing to loan his employer two thousand five hundred dollars, upon satisfactory security long given. Address box 2213, Chicago Post Office. ap19x1w

TO RENT.—A Good Chance.—Stores Nos. 134 and 136 on Jefferson street.—little North of Kinzie street—in the vicinity of the depots of the C. & North-western Railroad, the G. & Milwaukee Railroad, and the St. Paul and Fond du Lac Railroad. The increasing business of these roads renders the location of these stores a good one for enterprising men to build up a profitable and thriving business. Rent very reasonable. Apply over 134 as above, to J. HOLLAND.

INSTRUCTION IN BOTANY.—The subscriber will take charge of classes in Botany during the coming season, at Lockport and Joliet, Illinois, commencing May 1st. Provision made for students from abroad. Apply REV. JOEL GRANT, Lockport, Ill. Reference in Chicago: Rev. W. W. Patton, Rev. J. E. Roy, E. Aiken, Banker; C. E. Hosmer, Attorney. In Lockport: Wm. Gooding, Geo. B. Martin, Hiram Norton.

BOARDING—A suit of pleasant rooms for married persons, and four day boarders can be accommodated if applied for immediately. For further particulars call at 187 Wabash avenue.

FOR SALE—Furniture of a fine suit of Lodging Rooms, (two). Corner rooms. No better rooms or location in the city. Will trade for a Piano or Horse. Address post office box 761.

LIND UNIVERSITY.—The Summer Term of the ACADEMIC AND COLLEGIATE DEPARTMENTS of this Institution will open on Wednesday, the 2d of May, and continue twelve weeks—closing on the 25th day of July. A Freshman's Class was organized last fall. Students wishing to enter the third term of this class will be admitted on examination. Lake Forest, April 18th, 1860.

CARPETS! CARPETS!

Great Reduction in Prices.

200 PIECES ENGLISH BRUSSELS CARPETS! At 90 to 92 Cents per Yard. (Former price $1.12½ to $1.25.) AT P. PALMER'S, 112, 114 & 116 Lake Street.

100 PIECES THREE-PLY CARPET! AT NINETY CENTS TO ONE DOLLAR. (Former price $1,12½ per yard.) AT P. PALMER'S, 112, 114 & 116 Lake Street.

100 PIECES Ingrain Carpet! AT FOUR AND FIVE SHILLINGS PER YD. (Former price six and seven shillings.) AT P. PALMER'S, 112, 114 & 116 Lake Street.

ALSO, Prices Reduced 10 per Cent. on OIL CLOTHS, CURTAIN GOODS, MATTING, LOUNGES, WINDOW SHADES, AND BEDDING. HOUSE FURNISHING GOODS, AT P. PALMER'S, 112, 114 & 116 LAKE STREET.

GREAT REDUCTION IN PRICES AT P. PALMER'S, 112, 114 & 116 Lake Street, MANTILLAS, RAGLANS, TRAVELING CLOAKS —ALSO— Silk and Dress Goods At Less Prices than can be Purchased Elsewhere in this city.

Wholesale Dry Goods! P. PALMER, 112, 114 & 116 LAKE STREET, Has now in Store the Largest and Most Complete Stock of Domestic and Foreign Dry Goods TO BE FOUND IN CHICAGO. At Wholesale at the Lowest Possible Price. STARK MILL BAGS At Reduced Prices at Wholesale.

SKIRTS.—SKIRTS. GREAT SALE OF THOMSON'S SKIRTS At Half Price. Superior Skirts are now selling at 75 cts., $1, $1.25, $1.50, $2, $2.50, $3, AT T. B. CARTER'S, NO. 136 LAKE STREET.

LUBRICATING OILS. All those in want of the Cheapest, Longest Wearing, Anti-Gum Material ever used for Machinery, can find the article at the ILL. CENTRAL FREIGHT DEPOT FOOT OF SOUTH WATER STREET. Railroads use it. Machinists use it. Planing Mills use it. Elevators use it. Steamboats use it. Printing offices use it. THOMAS PICKERING, Sole Manufacturer, Chicago, Ill.

GILBERT & SAMPSON WILL SELL AT AUCTION, On FRIDAY, April 27th, at 9½ o'clock, at store 82 Lake street, the largest and best selected stock of Crockery, Glassware & Table Cutlery, Which has ever been offered in this city. Further particulars hereafter.

ST. GEORGE'S BENEVOLENT ASSOCIATION OF CHICAGO. THE FIRST ANNUAL DINNER of this Society will take place at the Richmond House, On St. George's Day, Monday April 23, At 5 o'clock P. M., precisely. PRESIDENT: FRANCIS HUDSON, ESQ. STEWARDS: WM. HOLDSWORTH, BENJAMIN TREE, [illegible] RECEPTION COMMITTEE: J. E. WILKINS, WM. WAYMAN, JOHN MILES. TICKETS $3.00. To be had at the Richmond House, of the Stewards, and other officers of the Society. By order, THOS. E. POULSON, Rec. Sec'y.

$4,000 TO LOAN at 10 per Cent. per Annum. FIVE YEARS. Security—Improved Real Estate. L. A. WILLARD, 113 Randolph street.

New Advertisements.

NORTHERN TRANSPORTATION COMPANY. FOR OSWEGO AND OGDENSBURG. The staunch Screw Steamer "Young America" Will leave THIS (Thursday) EVENING, at 7 o'clock, for Oswego, Ogdensburgh, and all ports below. For freight or passage, having superior accommodations, apply on board or to MATHER & CO., Foot of North Lasalle street.

INTERESTING TO PROPERTY HOLDERS. The undersigned would respectfully notify those interested in the Raising of Brick, Stone or Iron Buildings, That he has now arrived in this city from San Francisco, and is prepared to take contracts in the above line, and would most respectfully invite patronage, &c., from the citizens of Chicago. The power used being HYDRAULIC, And far superior to the present method adopted here. I feel warranted, after eight years experience, in asserting that for ECONOMY, DISPATCH AND CONVENIENCE To occupants, the power and method adopted by me stands UNRIVALED. Shop in the rear of Marble Yard, corner of Clark and Express Court, between Adams and Monroe streets. Room No. 73 Tremont House. JOHN C. LANE.

ST. LOUIS, ALTON & CHICAGO RAILROAD. $1,000 REWARD. RECEIVERS' OFFICE, Chicago, April 14, 1860. Whereas, some malicious or wicked person or persons did, on the night of the 13th inst., remove a Rail from the Track of the St. Louis, Alton & Chicago Railroad, from the Bridge, three miles north of Springfield, by reason of which the Locomotive and Passenger Train were thrown from the Track. The above reward of ONE THOUSAND DOLLARS Will be paid to any person who will furnish such information as will ensure the discovery and conviction of the offender or offenders. JAMES ROBB, CHAS. CONGDON, Receivers.

"FIN FUR FEATHER." Sportsmen and the public generally are hereby notified that the New Hotel, the *AUDUBON HOUSE,* Will be opened on SATURDAY, April 21st, at Clark Station, at the Calumet, by the subscriber, formerly of the "Sagadahock House," Bath, Maine, On the Pittsburgh and Fort Wayne Railroad, Twenty-two miles from Chicago. One mile south of Pine Station on the Michigan Southern Railroad. One-and-a-half miles west of Tolleston on the Michigan Central Railroad. ☞ Post Office Address, Box 4113, Chicago, Ill. ERVIN MAXWELL.

LAMP AND OIL EMPORIUM, 126 - - CLARK STREET. - - 126 CHARLES L. NOBLE, AGENT & MANAGER, Best kinds of Kerosene and Coal Oils THE "EXCELSIOR" BURNER, Giving more light than any other Kerosene or Coal Oil burner in use, are sold at low figures to the trade. Wicks, Paper Shades, Chimnies, Oil Cans, Brushes, and Parts of Lamps, Constantly on hand. Parties buying in LARGE QUANTITIES can buy as cheap as to order from the East and pay freight and exchange.

MONEY TO LOAN. Exchange on all parts of the World BOUGHT AND SOLD. Money Loaned on Warehouse Receipts. Mortgages and other Securities for short or long dates. Drafts on all the principal cities in the world purchased and sold. Advances made on consignments of produce from the interior, also on shipments to Eastern markets. CLEGHORN, LESLIE & CO., Commission Merchants, 13 South Lasalle-st., Over the Custom House.

UNITED STATES ARMY. Wanted for service on our Frontiers, young, able-bodied men, of good character, to whom will be given good pay, board, clothing and medical attendance. Pay ranging from $11 to $22 per Month, ACCORDING TO MERIT. Recruiting Rendezvous at 126 South Clark street, Chicago. J. W. ALLEY, Lieut. 2d Infantry.

EXAMINE THE HOLLY SEWING MACHINE, AT 166 LAKE STREET AGENTS WANTED. ADDRESS BOX 130. HOLBROOK & WADSWORTH, General Agents.

CHADBOURNE & WETHERBE COMMISSION MERCHANTS, 212 South Water street, Give their personal attention to the purchase and sale of Grain, Flour, and other produce, on commission. Liberal advances on property. A. S. CHADBOURNE. C. F. WETHERBE.

THOMSON'S CORRUGATED SKIRTS: THE DOUBLE TRAIN, THE PARISIAN BELLE, THE GOSSAMER, THE WOVEN. See that our Name, and the Crown are stamped on every Skirt. For sale by P. PALMER, 112, 114 & 116 Lake st.

PUZZLE!

[illegible]

SOLUTION.

Perhaps every one who is passing near the corner of Lake and Clark streets, is not aware that at PARK'S, NO. 124 LAKE STREET, there is an elegantly fitted up establishment, fitted with every variety of the finest Toilet and Fancy Goods in the Western Market. There is no place in the city, where such a fine display of rich good may be seen as at the aforesaid "BAZAAR OF FANCY." We have been shown through the House, and the system of doing business has been demonstrated in such a satisfactory manner that we cannot refrain from giving public notice to strangers and citizens that the "BAZAAR" is the place to find an endless variety of fine Toilet articles, Fancy Goods, Patent Medicines, Perfumery, etc., etc.

HOUSE DRAINS NOTICE.—SEWERAGE COMMISSIONERS' OFFICE, Chicago, Ill., April 2d, 1860.—The following order was passed at a regular meeting of the Board to-day: ORDERED, That hereafter all private drains connecting with the sewers shall be laid by persons licensed by the Board, as hereinafter provided, or by its authorized agents. The applicant for license shall, together with two responsible citizens, execute a bond in the penal sum of two thousand dollars, to execute the work in a thorough and workmanlike manner, and [illegible] ORDERED, That notice of the adoption of this regulation be published in the city newspapers. By order of the Board, J. D. WEBSTER, Acting Commissioner.

STILES & DEAN, COUNSELORS AT LAW AND SOLICITORS IN CHANCERY, Room No. 11, Dickey's Building, corner Lake and Dearborn street, Chicago, Ill. S. & D. will attend to all business pertaining to their profession, in the several Courts of the City and County. [illegible]

MOUNT VERNON BANK, IN PROVIDENCE, R. I. State of Rhode Island, &c., Providence, &c. At the September term of the Supreme Court, holden at Providence [illegible] CHARLES F. BROWNELL, Receiver of the Mount Vernon Bank. Providence, Dec. 16, 12, 1859.

A GENTLEMAN OF EXTENSIVE acquaintance in New York, Boston and Philadelphia, who is devoting his time to the settlement of the affairs of insolvent and embarrassed merchants doing business in the State of Illinois, [illegible] No. 18 Metropolitan Block.

WOODWARD, LULL & ABBOTT, ATTORNEYS AT LAW. Corner of Washington and Clark-sts. WM. C. WOODWARD. O. R. W. LULL. A. B. ABBOTT.

SAFES—SAFES—SAFES! FIRE PROOF SAFES. Closing out sale of Davidson's Celebrated Fire and Burglar Proof Safes. [illegible] A. QUACKENBOSS, Agent, 13 So. Wells-st., Chicago.

$8,000 TO LOAN ON South Side Real Estate, east of Franklin and north of Madison streets. [illegible] MICHAEL ANDREW DOBIN, 22 Dearborn street.

LARD OIL.—We keep constantly on hand a supply of No. 1 Winter Strained Oil, and are prepared to furnish Railroad Companies, and the trade at a low rate. SHACKFORD & HOW, No. 1 Board of Trade Buildings.

COFFEE—250 Bags Coffee, just received, WM. LITTLE & Co., 19 South Water street.

MAPLE SUGAR.—5000 lbs. New Maple Sugar on consignment. HOBBS & OLIPHANT, 225 South Water street, Chicago.

☞ Barry's Tricopherous is the best and cheapest article for dressing, beautifying, cleansing, curling, preserving and restoring the hair. Ladies, try it. Sold by all Druggists and Perfumers.

Amusements.

McVICKER'S THEATRE. Madison street, between State and Dearborn. THURSDAY EVENING, April 19th. Last night of the accomplished actress, MRS. BARROW, Who will appear this evening as LYDIA LANGUISH, in the comedy of The Rivals. In which Messrs. Bradley, Myers, Dillon, Cline and Mrs. Marble and Mrs. Myers, and the entire company will appear. To conclude with the farce of COUSIN CHERRY. Cousin Cherry, Mrs. Leighton, Messrs. Bradley, Myers and Dillon will appear. CHANGE OF TIME.—Doors open at 7¼; Curtain rises at 7¾ o'clock precisely. ☞ Box office open from 10 o'clock A. M. till 5 o'clock P. M., when seats can be secured three days in advance. PRICES OF ADMISSION.—Parquette and Dress Circle, 50c.; Second Circle, 25c.; Lower Private Boxes, $5; Upper, $4. E. G. SHERMAN, Treasurer.

G. MIRASOLE'S DANCING ACADEMY. Corner Madison and Clark streets. (Entrance on Madison.) Class open at all times for beginners; will continue open until 1st of June. Children's Class every Tuesday and Saturday; parents only allowed as visitors. Assembly every Tuesday night for scholars and friends. No person will be admitted except upon an introduction from one of the scholars.

Wanted.

WANTED—A Soda Maker who understands his business well. Good treatment and wages are promised. Call on Mr. HUBERT GERGEN, No. 322 Wolcott street, one block north of the Chicago avenue.

WANTED—To exchange a good Farm of 160 acres, with improvements, thirty miles from Chicago, for a stock of Groceries, or house and lot in this city. For particulars address E. C. L., Box 1466, care H. P. Fisher.

WANTED TO RENT—A Neat, comfortable house, containing eight or nine rooms suitable for a small family, with a respectable sized dry yard, and near the Horse Railroad. West Side preferred. Rent about $200 per annum. For such, a tenant can be secured by addressing "O. S.," at this office.

WANTED—Agents to sell Payne's $20 Sewing Machines, throughout this and adjoining States. The largest discount made will be given on a first-class machine. Address, with Post Stamp, Post Office, Box 3776, Chicago. H. ALEXANDER.

WANTED—COOPERAGE—The subscriber will advance on Packing Barrels received by him in store and will hold till sold. HOOP POLES, STAVES AND HEADINGS Bought and for sale. GEO. A. SEAVERNS, 73 Dearborn street.

WANTED—A situation as Book-keeper by a young man who has had seven years practical experience in that capacity. Should be willing to take a situation as entry or corresponding clerk, having acted in the latter capacity. Is of unexceptionable habits, and at all times willing and ready to attend to the interest of his employers. Good city references given. If an interview is desired please give name and place, and address "ACCOUNTANT," Post Office Box 4248, Chicago.

WANTED — From $6,000 to $10,000. The advertiser has a safe and sure speculation on hand by which he can make 100 per cent. per annum legally, and cannot procure the above capital in time to operate in said speculation, but will agree to give all the necessary information, and will also guarantee the 100 per cent., for a reasonable commission, to any person having the above amount, and would wish to make it pay larger interest, and being well secured can name the amount of capital invested. Address box 115, Chicago, stating where an interview may be had.

WANTED—If there is a private family, residing upon the North or South Side, who would like to take A GENTLEMAN AND WIFE AS PERMANENT BOARDERS If found agreeable, supplying them with TWO ROOMS, At a price not exceeding TEN DOLLARS PER WEEK, They will please address "ROBERT L. W." Post Office, Chicago. The best of references exchanged.

AGENTS WANTED—We want active men to sell our articles in every City, Town and Village in the Western States. To such we can offer superior inducements. We can warrant them from $1.75 to $3.00 per day. Call at 85 Washington Street, or address (with postage stamp,) TELFER & DAY, Chicago, Illinois.

For Sale.

FOR SALE—A First Class Residence with three acres of land, in Wright's Grove near the northern city limits. Inquire of BOMBER & PECK, No. 5, Masonic Temple.

FOR SALE—At a Great Bargain.—A splendid Rosewood New Seven Octave Piano Forte, made with all the latest improvements, full iron frame and Grand Over Strung Bass. Has Carved Legs and Pedal. Will be fully warranted. Apply at 136 West Madison street, (up stairs.)

FOR SALE.—To Railroad Men.—The LOCOMOTIVE COLUMBIANA, built by Norris, 1 or 5 years old, in good running order, will be sold very cheap, for cash, or exchanged for other property. Inquire of B. P. HUTCHINSON, 229 So. Water street.

FOR SALE CHEAP OR LEASE. Two story dwelling, No. 77 Edina Place, between Harrison and Van Buren streets, ten rooms, with Barn in rear, open to a plank alley. Will sell for one-third cash, balance in five years. L. A. WILLARD. Office 113 Randolph street, up stairs.

FOR SALE OR EXCHANGE for outside unimproved City property, in South Division preferred, a House and Lot, No. 117 Jefferson street, near Madison. The above House is now rented to a good tenant for $360 per year. Apply to AKHURST & DOUGLAS' Boat Yard, South Branch, near Twelfth-street.

FOR SALE—At the great Musical Depot, 45 Lake street, two Organ Harmoniums, made by Mason & Hamlin, of Boston. Persons either in the country desirous of procuring a good Church Instrument cheap will find at my store, 45 Lake street, Chicago, a superior instrument, which will be sold for less than cost. Terms cash. H. M. HIGGINS.

FOR SALE—A Fine Residence on West Washington street, at LESS THAN HALF ITS VALUE. A portion of the purchase money may remain on [illegible] J. L. LEE, 66 Clark street.

FOR SALE—That large brick dwelling house, nearly new, on the West Side of Michigan avenue, South of Old street; lot 67 feet front by 170 deep, to 20 foot alley; stable, gas and water complete in every respect, and in the most improving part of the city. Only $5,000 cash, balance on long time. Will be sold very cheap. Apply to JOHN S. BUCHANAN, No. 118 Randolph street.

HOUSEKEEPING.—A rare chance to purchase an entire outfit at a great sacrifice, on or about May 1st. Original cost $800. Have been in use only one year. For further particulars address G. M. W. Box 1318 P. O.

BRICK FOR SALE.—60,000 For sale low at Lake street Mills, Nos. 141 and 143 West Lake street. STEVENS & NORRIS.

NEW AND SECOND HAND PIANOS for sale low. Pianos and Melodeons to Rent. Orders for Tuning Pianos, Melodeons, Organs, and all kinds of Musical Instruments promptly attended to. All kinds of Musical Instruments repaired at short notice. 115 Lake street—near Clark. [illegible]

FOR SALE—New first class Residence for sale.—It is pleasantly located on the North Side, near the lake, is finished throughout in the best style with every modern convenience for family use, and has a new stable on the lot. There are nine rooms besides laundry, storeroom, bathroom, and all necessary and convenient closets, a fine cellar nine feet high, cemented under the entire house, with a filtering cistern, and a large and airy attic. It will be found in all respects desirable for a family. It will be sold with or without furniture much below cost, and if not sold before the 1st of May, will be rented for one or more years to a good tenant. For particulars address or answer "F.," Box 711, Chicago, P. O.

GREAT BARGAIN.—The undivided one-half of what is known as the Portage Lake Mill property, is offered for sale at about one-fourth of its value. It consists of one Saw Mill, with two muley and one circular saws, and Lath Mills, Store and Store-house, one large Boarding-house, five or six Tenant houses, large Barn and Blacksmith-shop, a complete set of Tools for Lumbering, and Household Furniture, with 2810 acres of land. It is situated on the out-let of Portage Lake, 80 rods from Lake Michigan,—a stream with a constant supply of water, with no rise or fall, and consequently free from danger from floods. Price $5,000 [illegible] For further particulars, inquire of HANNAH & ROCKWELL, or address post office box 612, Chicago, Ill. Chicago, March 28, 1860.

FOR SALE.—THE ELEGANT RESIDENCE AT HYDE PARK, Built by Dr. NEWKIRK, is offered for sale at a Very Low Price And upon the most accommodating terms of payment. The house, which fronts the beautiful Park upon the Lake Shore, was completed last year, and contains all the modern improvements and conveniences of a first-class residence. The grounds are well stocked with choice fruit trees, vines, &c. We are confident that we can offer the place at a rare bargain even for these times. L. D. OLMSTED & CO., Cor. Lake and Lasalle streets.

FOR SALE—The Brig N. M. STANDART, As she now lies at the Port of Milwaukee, will be sold cheap to a good purchaser. She can be put in order for the Spring Trade at a small cost. [illegible] Apply to T. G. VAN BUREN, Agent, No. 1 Dole's Building, corner South Water and Clark streets.

STEAMBOAT CITY OF CLEVELAND FOR SALE.—The Steamer City of Cleveland was built by Bidwell, Banta & Co., in the year 1857, and is of about [illegible] tons burthen, or there about. This Steamer has ample passenger accommodations, and is well furnished and equipped in a first-class passenger boat; [illegible] For further particulars inquire of PASCAL P. PRATT, Of the firm of Pratt & Co., Buffalo.

ALSO FOR SALE—The Three Schooners, to wit:—Schooner Nancy Lewis, tonnage 390 or 60; Schooner Wings of the Wind, tonnage 296; and Schooner Gov. Hunt, tonnage [illegible]. Either or all of the above named vessels will be sold on liberal terms. Apply to PRATT & CO., Buffalo, N. Y.

VALUABLE PACKING HOUSE FOR SALE. The subscriber offers for sale at a low price for Cash, the very desirable PACKING HOUSE And premises attached thereto, lately occupied by Van Brunt & Watrous, on the South Branch of the Chicago River, near the Archer Road. [illegible] E. B. HARBACH, Assignee of Van Brunt & Watrous.

To Rent.

TO RENT—House nine rooms, gas, water and barn. No. 245 Wabash avenue, near Congress street. Rent $360. S. SAWYER, No. 16 Lake street.

TO RENT—A pleasant house, moderate size, on Wabash avenue, near Jackson street. Inquire of M. A. NEEF, No. 4 Portland Block.

TO RENT—The Store and Dwelling No. 161 West Madison street. Possession given May 1st. Apply to JOSEPH WHITE, 84 South Jefferson street.

TO RENT—On Michigan avenue, near Ringgold Place, a new house, with modern improvements—furnished or unfurnished. Apply to R. NELSON HAYDON, 136 State street.

TO RENT.—A three story Brick House, with all the modern improvements, on the South Side, within ten minutes walk of the Post Office. Apply to J. P. BROOKS, Post Office building.

TO RENT.—A nice two-story House with Ell and Stable attached, house containing gas and water fixtures. Will be rented low to a good tenant. Possession given on 1st of May. Inquire at 136 Randolph street, (up-stairs.)

TO RENT—The two Frame Dwellings, Nos. 41 and 43 Adams street, near Wabash avenue. Immediate possession given. Apply to GALLUP & HITCHCOCK, 10 South Clark street.

TO RENT.—A fine Wharfing Lot, in the centre of the city, for a term of years,—the fine dock extending from Washington street to Randolph, South Division. Apply to SCAMMON, McCAGG & FORSYTHE, Attorneys, or WM. HISSEY, Esq.

TO RENT—One Hundred Feet on west side of Wells street, near Polk street, 460 feet deep, with 100 feet dock on river. Will rent cheap for one or five years. Enquire at 113 Randolph street, Up Stairs. L. A. WILLARD.

TO RENT—Store No. 89 Randolph street, opposite the Revere House, third door East of Dearborn street. Possession given the 1st of April. Inquire of A. J. BROWN, No. 89 Randolph street.

FOR RENT.—The Store No. 179 Randolph street two doors east of the Briggs House, full depth to alley. Will be leased low to a good tenant. Possession given May 1st. Apply to WM. BLAIR.

TO RENT.—The Two-story frame Dwelling House situated 396 Wabash avenue (east side,) between Twelfth and Old street. The House is nearly new and in good order, with water and gas, and a good barn. Rent $400. Apply to M. LAFLIN, 49 South Water street.

FOR RENT.—The building known as the present Home of the Friendless, corner of West Randolph and Peoria sts, with large lot adjoining, is for rent from 1st of next May. It is well suited for a Boarding House or Hotel. Apply to JAMES B. WALLER, office of Waller & Co., No. 17 Wells st.

TO RENT.—Stores, Offices, Lodging Rooms. The store on State street, near Water, occupied by Andrew Brown & Co. Store and basement, 114 Dearborn street, occupied by Newel Snow. Also, Offices and Rooms in same building. B. F. SHERMAN, Room 18, No. 114 Dearborn st.

TO RENT.—From May 1st, the Dwelling house No. 55 Hinsdale street, North Division, now occupied by the Rev. Wm. Barry. Rent moderate to a good tenant. Enquire at No. 57 adjoining, or of Wm. H. CLARKE, Sewerage Commissioner's Office, Lind's Block.

TO LEASE—No Money wanted—Forty acre Farm with dwelling house, six miles from Court House, partly cultivated. Lessee to pay rent in fencing, &c. Apply to BAKER & MAPPA, Real Estate and Merchandise Brokers, No. 77 Clark street, (up-stairs.)

TO RENT.—A house to rent and Furniture for sale.—One of the most desirable houses on the North Side; has all modern improvements, such as hot and cold water, gas, &c. Furniture new and but little used. Will be sold at a sacrifice. Address Post Office Box 789.

TO RENT.—A Wharfing Lot on South Branch, 107 feet front by 120 feet deep from the river to Franklin street, between Van Buren and Harrison streets. This lot has a wharf of the best description, and is well adapted for a Coal, Stone or Lumber Yard. Apply to E. C. LARNED, 37 Washington street.

FOR RENT.—The well built three story and basement stone front dwelling, No. 300 North Lasalle street, finished in elegant style with frescoed and painted walls, at greatly reduced rent. Open for inspection, key at 303 North Lasalle street. For terms apply to G. S. HUBBARD, No. 1 Loomis Block, South Clark street.

TO RENT.—Two Stores on South Water street, between Dearborn and Clark streets, now in the occupation of L. Barber and A. M. Moor, & Bros, are offered for rent, raised to grade, with basement, &c. Two of the best locations on South Water street. Apply to ALEX. N. FULLERTON, No. 10 Portland Block.

TO RENT—On favorable terms, the store and basement No. 223 Randolph street, under the Clarendon House, 100 feet deep, suitable for Commission, Grocery, Hardware, or any business requiring large store room. Can be rented low to a good tenant. Apply to O. L. WHEELOCK, 77 Dearborn street, opposite the Post Office.

TO RENT—That large Dwelling corner of Harrison and Buffalo street, newly painted and papered in best order, with gas fixtures, large yard and stable. Possession at once. Also, two cheap dwellings over Store No. 473 State street. Apply to JOHN S. BUCHANAN, 118 Randolph street.

TO RENT—Hotel and Stores.—The Hotel known as the Lake House, in Chicago, having undergone extensive alterations and repairs, which are nearly completed, is now offered for rent on very favorable terms. There are also three fine stores in the same building. Apply to W. R. SMITH, at the hotel, or room No. 5 Loomis' building, corner of South Water and Clark streets.

TO RENT.—At Cleaverville, from May 1st, the house, green house and about three acres of ground, now occupied by S. Brooks, Esq. The two story frame house now occupied by H. Brooks, Esq. Also, two small tenements. Apply to D. HESS, at office of Illinois Stone Company, near corner of Wells and Taylor streets.

TO RENT.—Stores, Offices and Lodging Rooms to Rent.—The two Stores, Nos. 19 and 21 Dearborn street, just off of Lake, up to grade, well fitted, with good basements. Also, offices and lodging rooms in same building. Also, fine suites of offices and lodging rooms in building No. 116 Dearborn street. Also, a fine Brick Store, 25 by 80 feet on South Clark street between Van Buren and Harrison streets. All for rent low. C. BENTLEY, 203 Dearborn street.

TO RENT—(North Side,) the brick Warehouse on North Water street, near Rush street Bridge. Building 60x120 feet, four floors, with river and street fronts. Good location for any heavy wholesale or forwarding and commission business. Also—Frame building adjoining, 30 by 80 feet, with large amount of dock room, and shed over the whole lot. Also—Two first-class brick dwellings, and one frame do. on Michigan, near Rush street bridge. Inquire at COE & CARPENTER'S Wood Office. B. CARPENTER.

TO RENT—Possession May first, 1860. A new desirable Cottage, 7 apartments, 119 N. Peoria street, $10 per month. A two story frame house between State and Clark sts, No. 87 on Adams street, at $275 per annum. Four rooms up two pair stairs, in brick house 217 Lake street, $8 per month. An excellent store and dwelling, 37 Wells street, between Lake and Randolph streets, $350 per annum—a good business stand. Also, with immediate possession, a tenement in Blanchard Row, four rooms, $7 per month. Apply to ALEX. WHITE, 129 Washington st.

TO RENT—Store No. 200 Randolph street. Dwellings above the Stores Nos. 200, 202, 204 and 206 Randolph street, suitable for two large Boarding Houses. We will, also, Sell on Long Time: A Frame Dwelling and Lot on Clinton street, near Van Buren street. Two First-class Residences corner West Lake and Aberdeen streets, each containing nine fine rooms, with beautiful yard and a good barn. We also offer For Sale on Long Time 100 feet directly opposite Union Park, adjoining S. S. Hays' residence; and 32 Lots west of Union Park, within a short distance of the Madison street cars, and a Lot on Ann street. Full particulars given at GALE BROTHERS, No. 202 Randolph street.

FOR RENT OR LEASE.—STORES AND OFFICES. Two five story stores, corner of River and Dock streets. Store, 18 Dearborn street. Basement, 32 Dearborn street. Rooms and Offices over 32, 34, 36 and 38 Dearborn street. Store and Dwelling, 253 Wells street. Basement, 79 Randolph street, fitted for Bowling Alley. Rooms in 3d and 4th floors of 79 Randolph street. Blacksmith's Shop, 323 Wells street. HOUSES. House and Lot, 214 Wabash avenue. Two new three story Brick Houses on Fulton street, near Union Park. Modern improvements. LOTS. Lot with office corner Wells and Jackson streets, suitable for stone or wood yard. Lots corner Wabash avenue and Jackson streets. Lots cor. Wabash ave. and Randolph st. Apply at the office of WALKER & CUTTING, Room No. 7 Walker's Building, Dearborn street, or of J. W. WAUGHOP, 98 Clark street.

CHEAP RENTS!—NORTH DIVISION.—The subscriber has the following Stores, Shops and Dwellings to rent in the North Division, to which possession can be given immediately, viz: On Market, between Illinois and Indiana streets—Three new stores and dwellings, at $7 per month. On Indiana, between Market and Sedgwick streets—One large Store and Dwelling, (fitted up for a flour and feed store) at $12 per month. On Market, between Indiana and Ohio—One Butcher Shop, with fixtures complete, and dwelling at $12 per month. On Huron, between Market and Sedgwick—One new cottage dwelling, within ten minutes walk of Court House, at $12 50 per month. On corner Huron and Sedgwick—Upper part of large two story house, at $7 per month. Cottage House, No. 168 Superior street, at $13 per month. Three stores and dwellings on Chicago Avenue, corner of Roberts street at $7 per month. One large shop, suitable for a carpenter or cooper shop, corner of Erie and Sedgwick streets at $7 per month. Two new cottage houses on northeast corner of Huron and Sedgwick streets, having all the modern improvements, at $200 per year. ALSO—ONE HUNDRED AND FIFTY LOTS, in Higgins, Lowe & Co's. Addition to Chicago, which they will lease for a term of years, at $50 per year, and ordinary taxes. Apply to JOHN A. LIGHTHALL, corner Market and Michigan street, premises American Transportation Company.

DOCK TO RENT—One hundred and sixty feet on river, 200 feet deep, near Twelfth street, on West Side, South Branch of Chicago River, and one hundred feet now occupied by Harris Bros, one of the best locations on the river for a wood or lumber yard. Rent one-half in lumber. Enquire at 113 Randolph street, Up Stairs. L. A. WILLARD.

DWELLING HOUSE FOR RENT.—The corner house in the brick block on Huron street, between Cass and Rush streets, three-stories and basement. Possession given either in May or June, as desired. Apply to DOGGETT, BASSETT & HILLS, 10 Lake street.

Boarding.

BOARD WITH PLEASANT ROOMS at Nos. 19 and 37 Michigan Avenue. References required. A few Boarders can be accommodated at 163 Wabash Av. corner Monroe St. References required.

YOUNG'S DOUBLE THREAD FAMILY SEWING MACHINES, WITH LATE IMPROVEMENTS, STYLES AND PRICES. [illegible] Chicago Salesroom 132 Lake-st. [illegible] YOUNG & CO., Chicago Illinois.

BUSINESS CARDS tastefully printed to order. WM. H. RAND, Press and Tribune Job Office, 51 Clark-st.

PRESS AND TRIBUNE ADVERTISING SCHEDULE.

DAILY PRESS AND TRIBUNE: The following are the rates of advertising in the One Square, (8 lines agate,) one insertion [illegible]

☞ A Schedule of Prices for more space than one Square can be seen at the Counting Room.

☞ All Transient Advertisements to be paid in Advance.

☞ All changes charged 50 cents per Square.

RATES OF ADVERTISING IN WEEKLY PRESS AND TRIBUNE: [illegible]

Auction Sales.

WM. A. BUTTERS & CO., GENERAL AUCTIONEERS, 46, 48 & 50 DEARBORN STREET, Directly opposite the Tremont House.

WM. A. BUTTERS & CO., Auctioneers, 46, 48 & 50 Dearborn street, WILL SELL Genteel House Furniture, Oil Paintings, PIANO FORTE, &c. On THURSDAY, April 19th, at 9½ o'clock, at Dwelling House No. 13 Adams street, near Michigan avenue, all the Furniture, consisting of Parlor and Chamber Suits, Mahogany Bedsteads, Sofas, Chairs, Mahogany Book Case, Rich Rosewood Etager Marble-Top Beds, Bedding Mattresses, Crockery and Glassware, Gas Fixtures, &c., &c. ALSO—Several fine Old Oil Paintings on Copper and Canvas. ALSO—A fine sweet toned Piano Forte, seven octave, in rich Rosewood Case, full round corners. Made by Hallett, Davis & Co., Boston. WM. A. BUTTERS & CO., Auc'rs.

WM. A. BUTTERS & CO., Auctioneers, 46, 48 & 50 Dearborn street, WILL SELL LIQUORS, GROCERIES, TOBACCO, SOAP, ETC., At Auction, On THURSDAY, April 19th, at 9 o'clock, at their Auction Room, 46, 48 and 50 Dearborn street. WM. A. BUTTERS & CO., Auct'rs.

BY GILBERT & SAMPSON, AUCTIONEERS, 82 Lake street. HOUSEHOLD FURNITURE, Carpets, Mirrors, &c., AT AUCTION. On THURSDAY, April 19th, at 9½ o'clock, we will sell at our Salesrooms, No. 82 Lake street, a large and splendid assortment of every description of Furniture, &c., consisting in part of Parlor Suits in Rosewood, Brocatelle, Plush and Hair Cloth, Sofas, Tete-a-Tetes, Ottomans, Easy and Rocking Chairs, Reception and Parlor Chairs, Marble-Top Centre Tables, Etageres, Book Cases and Secretaries. Elegant Rosewood, Mahogany and Walnut Marble-Top Chamber Suits, Plain do. Plain and Marble-Top Bureaus and Washstands, Lounges, Wardrobes, Card and Centre Tables, Hair and other Mattresses, Mahogany, Rosewood and Walnut Bedsteads, Extension Dining Tables, Dining, Office and Chamber Chairs, Work Tables and Stands, Cane Seat and Back Sewing and large Rocking Chairs. CARPETS. All Wool, Ingrain, Hemp, Cottage and other Carpets, Rugs and Oil Cloth, Rich Gilt Frame Mirrors, together with a large assortment of Household Goods. Sale for cash and without reserve. GILBERT & SAMPSON, Auctioneers.

GREAT SALE OF BOOTS AND SHOES AT AUCTION. S. CAHILL now offers his large and splendid stock of Boots and Shoes, To the amount of EIGHTY THOUSAND DOLLARS, To be sold at Auction. The stock comprises Boots and Shoes of all kinds for Ladies, Gents, Boys, Youths, Children, of the very best quality. There is not a single pair of pegged work among the whole lot. All have been got up by Mr. Cahill for his first-class retail trade. The sale to take place April 25th, 1860. Terms of sale—Six Months. S. CAHILL, 277 Broadway, New York City.

THE LARGE, FIRST CLASS, STEAMBOAT PLANET, With her TACKLE AND APPAREL, To be sold at Public Auction in the City of Chicago, on Thursday, April 19, 1860. This fine Steamboat was built at Newport in 1855, by Captain E. B. Ward, at a cost of $120,000, and furnished and equipped in a superior manner, as one of the best boats on the Lakes. She has scarcely seen two years service, having been laid up for want of business on her present route during the years 1858 and 1859, and is well kept and in good condition, requiring but little preparation and small expense to put her in complete trim for sailing. PASSENGER ACCOMMODATIONS. She is fitted up with 77 elegant State-rooms, of three berths each, and with permanent cabin and extra berths for the comfortable accommodation of 560 passengers. FREIGHT CAPACITY. Her capacity for freight is very ample, carrying about 4,500 barrels bulk and fully equal to the requirements of a heavy traffic. BOILERS, ENGINES, &c. She has two low-pressure cylindrical boilers, 24 feet long by 10 feet in diameter, and a low-pressure engine, with 65 inch cylinders and 10 feet stroke, with forcing and fire-fighting pumps, with a supplementary pony engine. Also, lifeboats, life preservers, and floats, in the requisite appointments of a first class steamer. DIMENSIONS. Her dimensions, as per enrollment, are as follows: Length 331 10-12 feet; breadth 35 2-12 feet; depth 13 3-12 feet; and 1,123 tons burthen. The condition and value of this Steamer will be better understood by stating that at the present time she is rated by the underwriters as an A. 2 vessel and valued by them at $60,000. Owing to the general depression of all kinds of property on the Lakes, it is expected that this boat will be sold at a low figure, and a rare opportunity is offered to the purchaser. The terms of payment will be $5,000 cash on the day of sale and the balance in first and second paper at two, four, and six months, or any of the Chicago, Racine, Milwaukee, or other indebtedness of the Chicago & Milwaukee Railroad Company in payment on day of sale. The Steamer, with all her tackle and furniture on board, will be sold at her berth, in the North Branch of Chicago River, near Chicago Avenue Bridge, in the city of Chicago, on Thursday, April 19th, 1860, at 2 P. M. Further information can be obtained or an opportunity offered to examine the boat, by addressing the undersigned. M. L. SYKES, Jr., Agent. Chicago, March 30th, 1860.

GREAT VICTORIA BRIDGE OPEN. This immense iron structure, nearly two miles in length, (the longest in the world) erected across the RIVER ST. LAWRENCE At Montreal, at a cost of Six and a half Millions of Dollars, to connect the Eastern and Western divisions of the Grand Trunk Railway OF CANADA, Is now open for public traffic. This road, of nearly 1,200 miles in length, is operated under ONE MANAGEMENT FROM DETROIT, MICH., TO PORTLAND, ME. And there is only ONE CHANGE OF CARS From Chicago or the Mississippi River to Portland or Boston. Quickest and most convenient route for travel between the South & West and Canada and New England. Freights and Passengers forwarded to New England Cities and Canada.

Chicago and Liverpool. And the Continent of Europe, at considerably reduced rates, by the only regular weekly line of UNITED STATES AND EUROPEAN MAIL STEAMERS, sailing from Portland every Saturday, and from Liverpool every Wednesday during the Winter. For tickets or information apply to WALTER SHANLY, General Manager, Montreal. JAS. WARRACK, Gen'l Western Agent, 74 Dearborn Street, Chicago.

UNITED STATES MAIL.—Only Weekly Line to CORK, LIVERPOOL, And all the principal cities of Great Britain and the Continent of Europe, calling at Queenstown, (Cork) Ireland. THE MONTREAL MAIL Ocean Steamship Company's First class full powered Clyde built steamers in connection with the GRAND TRUNK RAILWAY of Canada, sail every Saturday from Portland, carrying the United States and Canada Mails and passengers. Bohemian, McMaster; Nova Scotian, Capt. Borland. North Briton, Grange; North American, Alton. Anglo Saxon, Ballantine; Canadian, (new). Hungarian, Two new ships (building). Quickest, Cheapest and most comfortable sea passage. Fare from Chicago or Milwaukee to Queenstown (Cork) or Liverpool: First Class, according to state room, $80 and $112. Steerage, found with cooked provisions, $33.00. Return Tickets, First Class, good for 6 months, $150 and $194. Steerage, $60 and $66. Certificates issued for bringing out passengers from all the principal towns of Great Britain and Ireland, by above steamers or by sailing vessels, at very low rates. For freight or passage apply at the Company's General Agents, Edmund & Allan, 19 Water street, Liverpool, Cork and Dublin, and 23 Broadway, New York. Wm. Graham, Detroit & Milwaukee Railway, Milwaukee; or to JAMES WARRACK, Grand Trunk Railway Office, 74 Dearborn Street, Chicago.

INSURANCE. Fire, Marine and Life. SPRINGFIELD F. & M. INS. CO., OF SPRINGFIELD, MASS. Capital and Surplus [illegible]. MASSASOIT FIRE INS. CO., OF SPRINGFIELD, MASS. Capital and Surplus [illegible]. HOPE FIRE INS. CO., OF NEW YORK. Capital and Surplus [illegible]. HANOVER FIRE INS. CO., OF NEW YORK. Capital and Surplus [illegible]. KNICKERBOCKER LIFE INS. CO., OF NEW YORK. Capital and Surplus [illegible]. CARLILE BOYD, T. G. VAN BUREN, Agents. No. 1 Dole's Building, cor. South Water and Clark streets.

WHEELER & WILSON'S SEWING MACHINES Have won the Highest Premiums at the Fairs of the United States Agricultural Society, And at the State Fairs of MAINE, VERMONT, CONNECTICUT, NEW YORK, NEW JERSEY, PENNSYLVANIA, VIRGINIA, MISSISSIPPI, ILLINOIS, MISSOURI, OHIO, INDIANA, KENTUCKY, MICHIGAN, WISCONSIN, CALIFORNIA, And at the Fairs of the Metropolitan Mechanic's Institute, Washington, American Institute, New York, Mechanic's Association, Boston, Franklin Institute, Philadelphia, Mechanic's Institute, Baltimore, Mechanic's Association, Cincinnati, Mechanic's Institute, Chicago, Kentucky Institute, Louisville, Mechanical Association, St. Louis, Mechanic's Institute, San Francisco, —AND AT— Hundreds of County Fairs. [illegible]

Press & Tribune.

THURSDAY, APRIL 19, 1860.

MR. LOVEJOY'S MISTAKE.

Mr. Lovejoy, in his recent speech in the House of Representatives, said slavery was not an institution, but a practice—an obvious truth, as applied to slaveholding in the aggregate. But he should have made an exception in favor of Louisiana, as he doubtless would, if he had been in possession of the New Orleans *Courier* of the 14th inst., containing the following advertisement of public property by the Governor of the State:

STATE OF LOUISIANA, EXECUTIVE OFFICE.

Whereas, at the late session of the General Assembly of the State of Louisiana an act was passed, and approved March 16th, 1860, entitled, "An Act providing for the sale of the slaves belonging to the Internal Improvement Department of the State," which act makes it the duty of the Governor to cause to be sold, in the city of New Orleans, for cash, to the highest bidder, after sixty days notice, and under such regulations and restrictions as he may prescribe, all the slaves belonging to the Internal Improvement Department of the State, except eight.

Now, therefore, I hereby appoint, authorize and direct CAMILLE E. GIRARDEY, Auctioneer, to sell on SATURDAY, the sixth day of June, 1860, at auction, to the highest bidder for cash, all the above-mentioned Slaves. The said Slaves will be warranted only as to title, and no Slave will be delivered to the purchaser, or act of sale passed, until the purchase money shall be deposited in the Louisiana State Bank to my order.

The Slaves will be in New Orleans during the week preceding the sale, subject to the inspection of buyers. A list of the slaves to be sold is appended hereto.

Given under my hand and the seal of the State, this fourth day of April, A. D. 1860, and of the independence of the United States of America the eighty-fourth.

[SEAL.] THOMAS O. MOORE, Governor of the State of Louisiana.

Barlow, Bill Evans, Dan Griffin, Dan Watkins (tolerable engineer), Frank Johnson, Fountain, George Carey, Ike Woodberry, Dick Richardson, John Smith (rough blacksmith), Jim Reed, Joe Younger (crippled in one hand but good), Jake, Reuben, Simon, Saul Lewis (pilot), Saul Marshall (fiddler), Sam Richardson, Tom Tilman (mate of boat), Hawkins (carpenter), Walk (cook), Henry Dungannon, Buck (Bill), Charles Williams, Churchill, Major (fiddler and fisherman), Sam Johnston (rough carpenter), George Washington (pilot), George Thomas, Lindsey, Wilson (engineer and blacksmith), James Crosby, Ned Randall, Armstead, Joe Kinney, Anthony Terrell, Ringmaster, Larkin, Isaac Keller, Jeff Julet, Preston, Andrew, Orange, Tom (pilot), Dick Griffin, George Read (mate of boat), Molton, Anderson, Henderson, Chester, Lee, Robert, Wesley, Joe (galley), Old Frank (blacksmith), Frank Green, Judge, Bob Polk, London, Levi, Tom Hooper, Commodore, Joe Creighton (cook), Edmunds, Pleasant Green, John Lewis (carpenter), Johnson, Anthony Williams, John Williams, Joe Jenkins, Sterling, Frank Wingo (runaway—blacksmith), Frank Coots (runaway), Dick Glover (runaway), Peter Wade, Tom Allen, Tom Robertson, Tom McCoy, Collins Burks.

Total, 79 engineers, blacksmiths, pilots, carpenters, cooks, laborers, etc., including our old friends Dick Richardson and John Smith, both of whom were expected to be at the Charleston Convention early next week. Verily, slaveholding is an institution as well as a practice in Louisiana. It has risen from the skulking protection of local law and municipal regulations to the dignity of State patronage, being just as much an institution there as the Illinois and Michigan Canal here. The State buys Dick Richardson and John Smith; the State flogs and pickles Dick Richardson and John Smith as often as it chooses; the State works Dick Richardson and John Smith on the levees and public buildings; the State sells Dick Richardson and John Smith at public auction and guarantees title to the purchasers; the State holds up Dick Richardson and John Smith to the total confusion of Mr. Lovejoy and all who believe that slavery is a practice, not an institution.

ILLINOIS RIVER RAILROAD.

We learn that the work on the Illinois River Railroad is making satisfactory progress. Thirty miles of the line north from Virginia are completed, and twelve miles south from Pekin are also ready for the rolling stock. A gap of sixteen miles remains to be finished, when the regular trains will at once commence running. It is expected that the entire distance of fifty-eight miles between Pekin and Virginia will be opened on or before the 20th of June. Within a month later, the ten miles between Peoria and Pekin will be finished, opening by the Rock Island Railroad to our merchants a new and most important section of the State. The trade from most of it has heretofore gone to St. Louis; railroad communication will of course change the current to Chicago.

THE VIRGINIA BULLY.

Sabine in his *Notes on Duelling* relates that a Neapolitan nobleman fought fourteen duels to prove that Dante was a greater poet than Ariosto, and that the belligerent champion of the "divine art," confessed on his death bed that he had never read the works of either; that a member of Parliament called another in debate a "Jacobite," and was challenged for the offence; that an English nobleman was forced to fight because he had laughed when the horse of his antagonist, on Coronation Day, approached the royal presence tail-foremost; that a gentleman, as was imagined, cast an impertinent look at another in a ball room, and paid therefor by a duel and his life; that the manner of saying, "Yes, I do," was the cause of another mortal combat; that two barristers once fought, neither one of whom had ever spoken to the other; that a member of a city government defied a gentleman to the duel because he had spoken of the city as a "beggarly corporation;" and two Irish lawyers once went to the field upon the issue whether "Ireland was a nation easily roused and easily appeased." But not one of these cases, thought worthy, with many others, of preservation, is a whit more ridiculous than that in which Mr. Pryor, the harmless gentleman from Virginia, makes so conspicuous and inglorious a figure. Like an Irishman at Donnybrook, he has been dragging his coat about the House of Representatives for the last four months, waiting for some one to tread on the tails, that a quarrel might follow. He has been spoiling, but evidently for a fight in which he might play the role of the challenged party, and repose upon the immunity which his known skill with the pistol would give him. It is his misfortune if his anxiety for a muss has led him into a position where his rashness is more conspicuous than his valor. Without any demand or technically tenable pretext for a quarrel with Mr. Potter, he has managed to let his eagerness to drink the blood of an Abolitionist show to all the world that his lack of blood is not a bit less conspicuous than his lack of consistence.

Now what will he do? The code by which duelling is regulated is unwritten. We do not know that it has authoritative form or that it is not subject to amendment, addition, or alteration, in every case that may be submitted to its arbitration. Certainly the usages in Charleston are not those recognized in Arkansas, and the practice in either place differs from that which obtains in Maryland and Virginia. But according to the code, by whomsoever interpreted, Pryor the bully, has but one course to pursue to save himself from being convicted of the poltroonery of which he is now violently suspected. He challenged; his challenge was accepted and the weapons named; but he refused to submit to the terms which the challenged party had a right to make; and refused also to meet his opponent's second who, the Code being the standard, was clearly authorized to stand in his principal's place. He has this last resource which is after all but the fag end of barbarism; and that is, to send word to Mr. Potter that he will attack him at their joint meeting on the street, and, after he has given notice to see that his threats are put into execution. This is his last card, the proper playing of which will save him from being hooted at by the constituents who sent him to Washington. "Whether or no he will stand by it the sequel will demonstrate." We have no idea that he will. He may give Mr. Potter the notice, and then shoot him from behind a half open door, wait for him around a corner which he must pass, or stab him in the back; but there is no probability that he will meet him in such a way that his own hide will be seriously endangered by the rencontre. But the man who has figured as a second in one combat in which rifles, pistols and *bowie-knives* were the chosen weapons—a combat that ended in his principal's death—the man, we say, who after having made himself conspicuous in such a contest, now permits *his* second to refuse bowie-knives as the weapons to settle *his* disputes, cannot be excessively dangerous except he plays the assassin outright, and takes his enemy unprepared.

State Politics.

CHRISTIAN COUNTY.—The Republicans of Christian County met in Convention at Taylorsville, on the 14th inst., and elected J. E. Southwick, S. J. Sadler, A. B. V. Humphrey, and Andrew Simpson delegates to the Decatur Convention. The resolutions of the Convention, if any were passed, have not reached us.

PIATT COUNTY.—The Republicans of Piatt county met in Convention at the Court House in Monticello, on the 7th day of April. L. S. Bond was called to the Chair, and N. E. Rhodes elected Secretary. Daniel Stickel, B. B. Jones and Elias Hall were elected delegates to the Decatur Convention.

The following resolution was adopted:

Resolved, That LEONARD SWETT, of Bloomington, is our first choice for Governor at the coming election, and that our delegates to the Decatur Convention be instructed to use all honorable means to secure his nomination.

On motion of Thomas Milligan, the delegates were instructed to use all honorable means to secure the nomination of O. M. HATCH for Secretary of State, and JESSE K. DUBOIS for Auditor.

☞ At the present rate of consumption of coal, the State of Pennsylvania alone, it is said, would meet the demand for more than three thousand years! At double the present call for coal, North America would supply the demand for twenty thousand years.

Later from Mexico—English Scheme of Pacification — Hostility to the "Yankees."

Through our New Orleans exchanges we have news from the city of Mexico to the 29th ult. It appears that when Miramon's army reached Jalapa, on its retreat from the seige of Vera Cruz, it numbered only 600 men. Miramon had not yet reached the capital, and as the approaches were all in the possession of Carvajal, it was uncertain whether he would be able to affect an entrance at all.

Juarez had issued a special decree indemnifying to the full amount of their losses, the sufferers by the late bombardment, on condition that losses on tenements are repaired, which, it is thought, will insure the rebuilding of the city. The friends of the besieging party are excepted from the benefits of the decree, and the indemnity is in all cases to be paid out of the proceeds from the sale of the Church property confiscated to the State by the law of July last. The aggregate value of property destroyed by the bombardment is estimated at between four and five millions of dollars, but the larger part of the loss, it is said, falls upon the friends of Miramon.

The English government had offered a plan of reconciliation between the belligerants, which is said to have been favorably received by the Juarez party, but would probably be rejected by the Church party. The proposition is this: A truce of six months at the utmost, during which a Congress is to be elected by the different States of the Republic. This Congress is to be united in Jalapa, declared neutral ground, under the protection of the English government, and if necessary of English troops. The Congress voted by the nation is to make a new constitution, which will be recognized, protected and enforced by England.

As the Clergy party is much less numerous throughout the Republic than the Liberals, the latter will predominate in the Congress, and the Constitution will be based upon the laws and principles of the Juarez party. The Clergy know this, and are furious and scared by the English mediation. But if they refuse it, the English Minister, it is said, will immediately take his passports and leave for Vera Cruz, where he will recognize the Juarez Government.

In the meantime, if we may believe the Mexican journals in the interest of the Clergy, the indignation against the "Yankees" for their sympathy with the Constitutional Government and capture of the Marin expedition, had risen to such a height that it could scarcely be controlled. The official journal, *La Sociedad*, says:

The news of the acts of hostility committed by the Americans against the defenders of Mexican independence has been received with indignation throughout the capital, even by persons indifferent or strangers to party politics.

The national sentiment has again been waked up among our people by these rude strokes of the soi-disant Liberal party. The war of 1860 between Mexico and the United States will be a very different thing from the war of 1847. The American press knows it and avows it.

The war which, confined to ourselves, has hitherto had a political character, has now become a national war. Who, indeed, can deny it after the events of the 6th of March. Against what enemy did the little Mexican squadron contend at Anton Lizardo, if not against the Yankees? All good patriots throughout the capital are hastening to take up arms. Whatever may be the result of the campaign against Vera Cruz, they will not permit the soil of the capital, at least, to be trodden by the traitors who have so many times been repulsed from its walls.

People of the Departments! arouse yourselves up likewise in your own homes; and before the energetic resistance of a whole and united people, what can some thousands of filibusters and demagogues do?

The *Sociedad* is still more severe against the Constitutionalists, whom it calls "infamous traitors, who have opened the walls of Vera Cruz to their sworn enemies." Henceforth, it adds, there will be heard but one cry throughout the whole country: "Long live the independence of Mexico, and death to those who have sold us and those who come to subjugate us."

ILLINOIS MUNICIPAL ELECTIONS.

BLOOMINGTON.

[Correspondence of the Press and Tribune.]

BLOOMINGTON, April 17, 1860.

We achieved a glorious victory yesterday in our little city election, over the combined forces of the Democracy. The election was closely contested and all the art, ingenuity, and stratagem of the opposition was resorted to to defeat the Republican nominees. The triumph was complete, and wofully disastrous to the hopes of our enemies. The ball is in motion and will gather strength as we near the coming contest. You may set old McLean down for 800 majority for the Republican ticket this fall. The majority for Mr. Herr, our candidate for Mayor is 139.

REPUBLICAN.

ROCKFORD.

The city election in Rockford on Monday last resulted in the re-election of Mayor Williams by 134 majority.

PEKIN.

The city election in Pekin, Tazewell county, resulted in a complete Republican victory—Isaac E. Leonard being elected Mayor by a decisive majority over B. S. Prettyman, one of the Douglas delegates from this State to the Charleston Convention.

WESTERN NEWS.

ILLINOIS.—LeRoy, McLean County, seems to be overrun with thieves and burglars. Several have been arrested and tried, but they have contrived to escape by the intricacies and technicalities of the law, and the rascals growing bolder have renewed their nefarious work with increased vigor. There seeming to be no relief from these depredations, the people of Le Roy determined to act in their sovereign capacity, and on Friday last a meeting was holden in Dickinson, at which R. F. Dickinson Esq., presided. Resolutions were unanimously passed to rid the town of all persons who are suspected with having connection with these rascalities; and for the purpose of carrying into effect their resolutions, a Vigilance Committee was appointed consisting of J. M. Longstreth, T. J. Barnet, J. W. Zimmerman. H. M. Phillips and J. H. Lincoln.... A regular "Donnybrook Fair" took place at Pontiac last Sunday in the vicinity of the railroad depot, between some railroad Irishmen and the keepers of the Bennett House, in which the latter were decidedly the victors, the Donnybrook heroes receiving a drubbing that was wonderful to behold.

MICHIGAN.—A young lady, a daughter of H. Bice, of Bridgehampton, shot a wild cat one day last week, which weighed 34½ pounds. The cat had got fast in a trap, and as Miss B. came near the animal, it broke from the trap, and, with his mouth agape, made for his visitor. Miss Bice, having the gun in her hands, took aim, and discharged the contents into his mouth, killing him almost instantly.... Tilman Rice, son of Henry Rice, of Niles, was accidentally shot in a buffalo chase, by a companion, about 400 miles west of St. Joseph, Mo., and instantly killed. He was on his way to Pike's Peak....

WISCONSIN.—On Wednesday of last week two men left Two Rivers in a boat for the purpose of fishing. They were carried some distance into the lake by a storm, and before they were enabled to reach the shore, one of the men died of starvation. He had eaten nothing for some time before he had started in the boat. The other man reached the shore the next day with the body of his companion.... A young man at Shullsburgh, while attempting to rescue some horses from a burning barn, was kicked by one of the horses so badly as to render him insensible, and he thereby perished in the burning building.... The depot and warehouse belonging to the Milwaukee and Minnesota Railroad at Oakland, a few miles from Sparta, was burned on Monday night. The north part of the depot was occupied by M. C. Hersey as a dry goods and grocery store, who loses his entire stock, worth about $3,000—insured for $1,900. The fire was the work of an incendiary.

IOWA.—Forty citizens of McGregor have already left for Pike's Peak.... John Miller, of Waverley, was instantly killed a few days since, by being run over with a loaded wagon.... B. W. Marshall, who was arrested in Fulton City, Illinois, for bigamy, was taken to Muscatine, and held in $500 to answer on the charge.... The farmers of Keokuk county, last season raised 64,416 gallons of sorghum, valued at $51,588.80. Putting the cost of raising at 15 cents a gallon, and it leaves a profit to the farmers of $45,817.47.... Two horse thieves were arrested in Montgomery county last week and carried to Council Bluffs, and held in $1000 bail each. Shortly after being committed one of them, named Bartlett, committed suicide by taking laudanum.... The Keokuk, Fort Des Moines and Missouri Railroad Company have succeeded in raising $300,000 in New York, which will complete the road from Bentonville to Eddyville, 52 miles.

KANSAS.—A lot of small buildings on Cherokee street, Leavenworth, were destroyed by fire on Tuesday of last week. The principal loser was E. Whitney, owner of the Jackson House. The entire loss was about $2,500.

TERRIFIC HURRICANE.—A fierce hurricane passed over Terre Haute, Indiana, on Monday last, destroying the large engine house of the Evansville and Crawfordsville Railroad, burying a man under its ruins, who was instantly killed; overthrowing a train of cars on the E. & C. RR. and unroofing houses, razing trees, &c., to a fearful extent. The loss will probably reach $50,000.

OUR WASHINGTON LETTER.

[Correspondence of the Press and Tribune.]

WASHINGTON, April 14, 1860.

The affair between Messrs. Potter and Pryor has of course, in its details, found its way to your readers. I am told by old citizens that no circumstance of the kind has ever created so profound an excitement in this city, since the Graves and Cilley duel, as has this. For three or four days it absolutely excluded all other subjects of conversation. The exhibition of the white feather is very generally conceded to Pryor. I have heard several Southern men—Democrats—comment in severe terms both upon his course before and after the challenge. Many of his best friends contend that he had no sufficient cause for challenging Potter, and more contend that he had manifested a most damaging sensitiveness in regard to weapons. It is well known that in a duel in which he was once engaged as a second, he himself suggested the use of bowie-knives. And the proposition of Col. Lander to substitute himself in Mr. Potter's place, has almost an exact parallel in the case of the Graves and Cilly duel. As an after thought, Mr. Chisman, the second of Pryor publishes in this morning's *Intelligencer* certain letters which Pryor wrote accepting Potter's proposition, but which *he could get nobody to deliver!* This, in the general estimation, but makes the matter worse. John T. Potter has decidedly made a mark, in this affair, which will cause a wide berth to be given him by the fire-eaters. Think as we may of the propriety of his accepting the challenge, by the manner in which he has conducted himself throughout the affair, we must award him the credit of bringing up Virginia chivalry with a round turn.

The friends of Gen. Jo Lane have been unusually busy here during the past few days. It is evident that they have received new encouragement of late. Every few minutes during each day of this week, Jo has been called out of the Senate to meet groups of delegates, or wire-pullers. He has, during this time, been decidedly in greater demand than Douglas.

There will probably be no adjournment over the Charleston and Chicago Conventions, though it is possible the pairing off will reduce the number of members below a quorum. The Douglas men very generally oppose an adjournment over.

WALDO.

OUR NEBRASKA LETTER.

The Nebraska Route to the Gold Mines—Crop Prospects—Native Fruits—Climate—Justice Demanded—Nebraska Politics.

[Correspondence of the Press and Tribune.]

OMAHA, April 14, 1860.

In previous letters I have endeavored to urge upon Chicago the importance of concerted action with this region of country, on the ground that the trade and commerce of this Territory, and especially of this region of the Territory would naturally flow toward Chicago, if moderately encouraged. The trade of Omaha is already large, simply as the commercial centre of the Territory, but hereafter will be added to its agricultural trade, all the commerce flowing from the mines. Emigration to the mines has already commenced on this route, and hundreds will pass here from Illinois, Iowa and Minnesota, earlier in the season than they venture on the longer and less settled routes. The exact record for six days is as follows:

April 4	7 Wagons and	22 Men
" 5	22 "	81 "
" 6	26 "	67 "
" 7	7 "	23 "
" 9	6 "	21 "
" 10	8 "	30 "

making 76 wagons and 244 men in a week, and before there is grass. In the same proportion a month from now this number should pass nearly every day. Most of these purchase more or less of their necessary provisions here. Many make complete outfits, and this trade alone now bids fair to more than double the present business arising from agricultural settlements. The two or three years next coming will determine whether this becomes tributary to St. Louis or Chicago.

Our farmers are busily at work with their spring crops under the most favorable circumstances. The ground is rather dry for small grain at present, but the weather is warm and delightful, and the farms in every direction show evidence of an unusual amount of work accomplished for the middle of April. Wheat, corn, potatoes and oats will be the largest crops, while sugar cane, brown corn, barley, &c. will more than meet the demand of home consumption; the supply of molasses last year from the sorghum, and consumed in the Territory, was greater than that from abroad. Most of the sorghum syrup made here is of an excellent quality and by many preferred to sugar house syrup; selling at 50 cents a gallon it affords the maker a very handsome profit. Tobacco has been raised enough to show that the soil and climate are well adapted to its culture. The same is true of hemp. Fruit trees, thus far, have done admirably, though there has not been time for full experiment. Many supposed our winter winds would kill fruit trees, but one severe cold, with but little snow last winter, seems to have settled the question that such trees thrives here as well as elsewhere. Plum, apple, grape, mulberry, raspberries and strawberries are native here and in the greatest abundance, and where that is the case, cultivated fruit should also thrive. Occasionally, though not by any means constantly high winds prevail in the spring and autumn, but these are dry and never cold and piercing as in localities where the air is saturated with moisture. Favored as we are in this region by climate, soil and geographical position, our natural advantages are constantly observed by combined interests in other quarters. We have first to contend with all the enterprise and advantages of Kansas directly; but more than this, is the more insidious and often unfair influences brought to bear in favor of Kansas by Eastern speculators. And especially editorial speculators; of such the New York *Tribune* is one. Look over the columns of the *Tribune* when you will and you find Nebraska, if spoken of at all, referred to as a desert, and almost out of reach of all civilized associations, while Kansas is landed as a paradise of beauty. Yet Nebraska has achieved a more direct and glorious victory on mere principle, than Kansas did even in self defence. The soil of Nebraska is the same as Kansas, except up the Platte Valley, which furnishes thousands of square miles unequaled in beauty or fertility in any part of the United States. But for the slave war in Kansas, which directed all eyes to that quarter, Nebraska would now far surpass Kansas in wealth and population. The Platte Valley from Omaha to the Rocky Mountains affords the only natural route from the Missouri river to the Rocky Mountains for the Pacific Railroad. It is literally level as a floor, and at least 150 miles shorter than any route through Kansas, yet we see the New York *Tribune* talking about Kansas and the Pacific Railroad, and the Kansas gold mines, and Kansas Republicans, as if there was no Nebraska in existence. Letters written from here, such as you publish, are not inserted in the New York *Tribune*. Nor is this accidental; it is almost habitual, and many here have no idea of seeing a business letter declaring our true population, business, or influence in that paper. The experiment has been tried repeatedly, and as often failed. Mr. Greely will probably learn this fact through his subscription list next year, for we are getting somewhat tired of supporting a paper that knows no Western interest but Kansas.

Republican delegates were chosen yesterday to attend the Chicago Convention in May. I suppose we have no claim to a vote there, unless a thorough Republican victory in the face of an army of government officials and Democratic corruption and fraud merits a little favor, but vote or no vote, you will find straight-forward western Republicanism, true to the text of the Chicago Convention. Our party here has but few demagogues, and offers no premium to political renegades from the tottering wreck of the Buchanan Democracy. Douglas, if possible, is more despised in these parts than Buchanan. So that our victory is a straight Republican victory on pure Republican principles, and in the next Presidential contest you can count in Nebraska State electors sure for freedom, and a free West.

P. W. H.

Occultation of Venus by the Moon.

SPRINGFIELD, Ill., April 16, 1860.

[Correspondence of the Press and Tribune.]

On the evening of Sunday, April 24, a somewhat interesting celestial phenomenon, the occultation of Venus by the moon, will take place. It will be visible over Northern Michigan, Northern New York, New England and the Canadas, furnishing an excellent opportunity for ascertaining longitude in those regions. If I mistake not, Chicago lies in the line of the southern limit of the occultation. If so, the moon's southern horn will just graze the planet at a few minutes before eight o'clock. Being absent from home, I have not access to the best tables of the lunar and planetary movements, having only Vose's old and imperfect ones. I failed to find in the State Library, and with several scientific gentlemen upon whom I called, in this city, the necessary tables. I assumed the longitude of Chicago, as I found it on the map at 10° 12' west of Washington, latitude 41° 52' north. An error in either of them will change the appearance of the phenomenon. As it is possible the planet may pass behind the moon's southern limb, as seen at Chicago, it will be well for those who have telescopes to observe the approach and mark the instant of occultation.

Respectfully, M. SPRINGER.

TOO MANY CHURCHES!—A prominent slavocrat in this city, a few days since, was boastfully declaring his assurance of the success of his party in the Presidential contest, and freely offering to bet upon the result. Our Republican friend S. W. Yawkey, (formerly of this city, but now of Chicago) very opportunely appeared, stating that he wasn't a betting man but proposed that each should subscribe $500 toward the erection of a Congregational Church in this city, the one whose party should be defeated in the Presidential election to pay the whole. The Slavery man quickly backed down on this proposition. "No, no," said he, "there are too d—d many Churches for us here already!"—*Saginaw Enterprise.*

☞ The annual session of the R. W. Grand Lodge of Good Templars of North America, is to be held at Nashville, Tenn., on the 22d of May next.

Bowie Knives and the Code.

[Washington Cor. N. Y. Express.]

Pryor's friends are indignant beyond measure. They are in a bad predicament. They provoked a quarrel without reason. They were compelled to sacrifice Pryor's life or recede, and they very wisely did the latter. Mr. Potter was in earnest, and they knew it. He is one of those whole-souled Western men, full of honor and bravery, while at the same time he detests this barbarous mode of settling difficulties, but will not allow himself to be bullied. Pryor's position is an unfortunate one. Every one pities him, but thinks his retribution well deserved. We hope it will also prove beneficial. This probably ends braggodocio and bullyism on the floor of the House for the present session, and is perhaps the best thing that could have happened. The first Northern man now that shows the white feather, need look for no sympathy whatever.

Pryor's position is still worse, from the fact that in a duel some years since, in which he appeared as second, he appointed for his principal, rifles, pistols and *bowie knives* in succession, which were accepted, his principal being killed at the first shot. This was, if possible, more "inhuman and vulgar" than Mr. Potter's proposition, and upon this fact, Mr. Potter informs me, he based his choice.

[From "Occasional" in Forney's Press.]

The discussion in reference to the Potter and Pryor difficulty is kept up in all circles with uncommon animation. The great question of the hour is, whether the bowie knife is any more "vulgar," unchristian or savage than the pistol, the double-barrelled gun, the small sword, or the rapier. The friends of Potter are multiplying data and strengthening themselves by going back to the code of honor in the days of chivalry, and coming down to the present era. They allege that the battle axe was the favorite weapon in the tournaments of old, and was used by the bravest and most polished knights of the middle ages. They contend that the small-sword exercise continues to be used in France, and the broad-sword in Germany, and that the preliminary of these contests are duly and carefully arranged beforehand. They argue further, that the bowie knife, being a southern production, has been for many years regarded as an improvement upon all; that it is worn by many Southern gentlemen; and that to this day the Arkansas toothpick is regarded as an important part of the domestic economy of many of the most ardent advocates of the Southern code of honor. Among a large number of the Southern men this view of the bowie knife question is heartily sustained. I forbear the use of names, but have heard several distinguished authorities quoted in proof of these remarks.

Had Broderick accepted the knife, in place of the pistol, he would have had an even chance for his life; but, being opposed by an expert, by one who, to use Col. Baker's language in his eloquent eulogy, "understood the *trick* of the pistol," and being himself a novice in the use of that weapon, he went to the field, as he left the Atlantic shores, profoundly convinced that he would be compelled to yield up his life for his principles. The whole code, as it is upheld in the South, is a barbarous practice, and I have not been able to draw the distinction between that humanity which sends a human soul unanointed and unshrined into eternity, by a bullet, and that other system which destroys life with "an ordinary bowie knife." The bloodiest transactions of remote and of recent date, some resulting from sudden quarrel and some deliberately prearranged, have taken place in the Southern States. The terrible duel between Pleasants and Ritchie, near Richmond, not many years ago, was fought with pistols and swords; and the great Jack McCarty duel, also a Virginia affair was fought upon a basis of this character: McCarty presented to his adversary the choice of three modes of arbitration; first, that they should both leap from the Capitol; second, that they should stride a barrel of gunpowder, and apply a slow match to it; and third, that they should take muskets, place the muzzles close to each other's breast and fire. The latter proposition was accepted as the most humane and least "vulgar"; and McCarty's life was saved by his adversary's weapon missing fire, while the latter passed to his final account with scarcely a groan. I have heard it stated that a formal duel with knives lately took place in New Orleans, and it is alleged that two of the Southern members of the present House engaged in a fearful conflict with the ordinary bowie knife. Those who know say that there is a manual by which the use of the bowie knife is regulated, in prearranged fights, and it is notorious that many of those who carry this instrument of death use it with as much dexterity as the Indian uses the bow or the scalping knife.

[Washington Correspondent N. Y. Evening Post.]

Some Democrats claim that Pryor was perfectly right in declining a brutal set-to with knives, and that it was not within the scope of his intention when he gave the challenge; but there are other Democrats who declare it their opinion that Mr. Pryor, after seeking to shed the blood of Mr. Potter, should not have objected to the mode of warfare, or, having done so, should be more modest in the House of his reputation as a duellist.

The editorial in the *Herald* of yesterday, under the caption of "Pryor Showing the White Feather," raised a storm of wrath among the "chivalry," and it is said that Pryor himself will take summary vengeance upon Mr. Bennett the next time he comes to Washington. As the organ of the most advanced type of pro-slavery doctrine the *Herald* has a large circulation among southern men; it is, in fact, *the* newspaper for the "political nigger-drivers;" hence their great indignation upon reading the *Herald* editorial. The course pursued by "the chivalry" in the matter is to accuse Mr. Potter of "barbarity," and set down Pryor as too much of a gentleman to fight with anything but gunpowder.

The Inquisition in Southern Illinois.

The Golconda *Herald* of the 13th inst., continues its war on the Rev. James M. West in the following strain:

That he is a circulator of abolition documents he dare not deny; that while he officiates as a colporteur for the "American Reform Tract and Book Society," he cannot be a law-abiding citizen, nor a good Christian; that where such documents as he circulates, are read and believed, there cannot exist any attachment to the union of these States, nor respect for the general laws of the land. Politically we are his enemy, and shall use all honorable means in our power to subvert his influence, for we know, if his opinions predominate, Democracy cannot. We reiterate our former *threat* as it is termed, that if he cannot conduct himself as a law-abiding citizen and a Christian, he must leave for parts more congenial to his sentiments. Treason and fanaticism *shall not be taught in our community with impunity*, and we again repeat that he had better desist.

He says that he will hereafter "utterly disregard anything that shall appear in the *Herald* in the shape of persecution." Well, he may do so, but we doubt whether the citizens of Pope County will. Already we have received several letters requesting us to propose his *banishment from the county*, but this we have refused to do, because it would not help the matter. We think when he is more generally known he will suspend operations of his own accord, as he will not be aided or countenanced by the people. But he receives $25 per month for acting as Colporteur for the Abolition Tract Society, of Cincinnati, which, we suppose is sufficient to sustain him. We warrant him, however, that it will be *an unprofitable and dangerous method of procuring a livelihood hereafter in this county*. Here is his epistle, *verbatim, et literatim et punctuatim*. It is a rich one:

BROAD OAKS, Pope Co., Ill., April 12, 1860.

Editor Golconda Weekly Herald:

DEAR SIR: I notice in your last issue a continuation of this abusive course of falsehoods and misstatements, which has been heaped upon a civil and unoffending citizen, for no other cause, than to sink the reputation of an individual, in consequence of entertaining a difference of opinion, on the subject of American Slavery. The truth of it is, if the whole of it was divested of error, and misstatements, there would be nothing left that would be derogatory to the character of a gentleman, or a Christian.

In your last issue you publish a falsehood, and saddle it on "Elder David Baggins." And so much of the statement, as appears over the fifty names, as relates to the stolen horse, is utterly false, and such a thing never entered my mind, until I heard of it in relation to that instrument of writing.

And so far from those fifty underwriters being my neighbors, there is nine of them that, to the best of my knowledge, I never saw, or heard their names before. Hereafter, I shall expect to utterly disregard anything that may appear in the "Herald," that appears in the shape of persecution. Should any person entertaining different views, wish a fair and candid investigation, they can be accommodated.

In haste, yours truly, JAMES M. WEST,
Colporteur American Missionary Association.

The Ottumwa Tragedy—Lawrence Supposed to be Murdered.

[From the Rockford News.]

From letters received from Constable Upright, who is at Ottumwa, there is reason to suppose that young Lawrence is also murdered. Portions of his clothing and hair covered with blood have been discovered in a stone quarry near Ottumwa. Search has been made for his body but so far without success. It would seem that "Lant" McComb had induced him to marry the girl and take her off, and seizing a favorable opportunity murdered them both, and possessed himself of the money and the valuables. This theory would clear Lawrence of the guilt of the girl's murder. Those who knew him in Rockford did not deem him capable of any such crime. The team, we understand, was subsequently found in Iowa City, where it had been sold, we learn, by some confederate of McComb.

The following is a letter from Constable Upright:

OTTUMWA, April 13, 1860.

I am to-day at this place; we are all well. I have been very busy since I came here. It is a fact that the murdered girl is Laurie Harvey. Since I came here, I have found her hair skirt that she wore over her hoops; also, her dark scarf, in the river; and we are going to hunt for George Lawrence's body this afternoon. The general opinion is that George is murdered too, from the fact that there was but one man in the wagon when seen in the river about eleven o'clock at night. I have found the spot where they killed Miss H., on the road from Eddyville to this place. I have also got Lant McComb's overcoat, that two boys found in the river while fishing. There is the greatest excitement here that I ever saw. They will furnish me all the money I want to detect the murderer. I feel that duty demands that I should be at home; but to look at the cruelty of the act, is enough to make a man's blood boil. I have got a bit of all Miss H.'s costume—one shoe, one stocking, one ear-drop; also a bunch of hair, with blood on it, and some of the splinters of the fence where she was killed. The ladies buried her in good style. It will be impossible to bring her body home. Yours, &c. M. J. UPRIGHT.

In addition to the above, we would state that it is currently reported McComb was seen in the neighborhood of Rockford last Thursday, and is now on his way either south or east. The harness of the wagon taken away, it is reported, was sent to this city from Iowa; but we cannot trace the rumor to any reliable source.

The Mexican Treaty.

The Washington correspondent of the New York *Times* writes:

Senator Simmons has arranged four several amendments, which he will offer to the Mexican Treaty, after consultation with Republican friends. First, a separate list of the products to be admitted free into each country. Second, additional articles to list of Mexican products, including coffee and mahogany. Third, a clause distinctly that four millions is to be paid for free trade advantages. Fourth, at the end of the article authorizing the President to use troops to defend transit, and under direction of Congress." All the amendments meet the approbation of the friends of the Treaty, and I have good reason to believe it will be called up by the Republicans and ratified.

The Register Accepts the Issue.

The Republicans in Congress voted for the anti-polygamy bill. The Douglas members of this State voted against it, thus indirectly favoring polygamy. And the *Register* now vindicates their vote, saying "it accepts the issue tendered by the Republican members of Congress on this subject." Good. The question now before the people is then "Popular Sovereignty and polygamy," or "Congressional intervention, and the one wife system." We are willing to trust the people on the issue.—*State Journal.*

The Democrats of Massachusetts.

The Boston *Atlas and Bee* speaks of the Charleston delegation from that State, going down to the Southern seas in a special steamer, as follows:

Who vouches for the soundness of the cargo? Does the Hon. Caleb Cushing? His own orthodoxy has been impeached upon the floor of Congress since the present session commenced. Does Collector Whitney? He cast the "one vote" which elected Charles Sumner to the U. S. Senate in 1851. Does the Rev. Mr. Lovejoy? We saw the other day an ancient and yellowish copy of the *Liberator*, upon which his name appeared as traveling or local agent of that "unsound and incendiary sheet." Does the Hon. Isaac Davis? He has frequently been elected to office by the Free Soilers of Worcester. Does the Hon. B. F. Hallett? It is scarcely ten years since he declared himself "for freedom and free soil all over God's heritage." Does Col. Greene? He first suggested the coalition which resulted in Sumner's election. Does Mr. Frothingham? He was a member of the Massachusetts House of Representatives by special grace of the free soilers of Charlestown. Does Mr. George B. Loring? His pamphlet, in which the most ultra doctrines of the Gerrit Smith school of Abolitionists were promulgated, can yet be found without searching the libraries of the antiquarians. Does General B. F. Butler? He has been in close communion with the free soilers for the last ten years, has openly justified Sumner's election by the Democrats of 1851, and substantially withdrew himself from the Congressional canvass of 1852, so that Gen. Wilson might be chosen to the lower House over Mr. Wentworth, a scheme that came very near succeeding.

Col. Lander.

"OCCASIONAL," in his letter to the *Press* says:

"Col. Lander, the second of Mr. Potter, is a native of Massachusetts, differing entirely with Mr. Potter upon politics, having always been an active and influential member of the Democratic party. He is at the head of one of the overland expeditions in the employ of the Interior Department, and is distinguished for his courage, his great physical strength, and his chivalric bearing. His course in the affair referred to was characterized by remarkable coolness, resolution and perseverance.

The second of Mr. Pryor, Mr. Chisman of Va., is a gentleman of high standing and character, and is also in the employ of the Administration, as a general mail agent.

Among those who consulted with Col. Lander, on the side of Mr. Potter, were Lieut. E. F. Beale, late of the navy, and Hon. F. P. Stanton of Tennessee. Every Northern man, without distinction of party, rallied around Potter."

In a P. S. he adds the following characteristic item:

TEN O'CLOCK P. M.—I have just heard that the Administration intends removing Lander from the position he holds under the Government, on account of his connection with Potter in the late difficulty.

SPECIAL NOTICE.
We are now manufacturing, very extensively, Ladies' Cloth and Silk
Raglans, Bournous, Traveling Cloaks
AND LADIES' SPRING AND SUMMER
Outside Garments,
Of every description.
All made and trimmed in the very best manner, and cut from the latest PARIS SHAPES. We sell Garments of every description
For the Retail Price of the Material.
Our stock is now completely assorted in every department, and we offer inducements to buyers, at wholesale or retail, only to be equalled in New York city.
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DRESS TRIMMINGS,
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BERTHAS, LACES, GLOVES,
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ALEXANDER KIDS, SHAWL BORDERS,
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Good Goods! Fair Prices!! Complete Assortment!!!
(SEE "WHOLESALE HOUSES.")
ADDISON GRAVES,
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SILKS! SILKS! SILKS!
Cheaper Than Ever,
—AT—
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Per Yard.
BARGAINS MAY BE SECURED BY CALLING EARLY.
A. G. Downs & Co.

IMPORTANT TO
HOUSEKEEPERS!!
Twenty-Five per cent saved by purchasing your
PAPER HANGINGS
AT FAXON'S,
70..........LAKE STREET..........70
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A Large and Full Stock of
FASHIONABLE SPRING GOODS.
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MERCHANT TAILOR,
No. 7 Tremont Block. No. 7
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NEW STORE.—NEW GOODS.
WARNER & RUST,
Wholesale dealers in
Wooden and Willow Ware, Brooms and Broom Materials, Tubs, Pails, Churns and Bowls,
And Goods generally kept in the line. For goods and particulars inquire at
No. 6 Dearborn street, Chicago.
E. W. WARNER. [ap10 1y] H. N. RUST.

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WEBBER, WILLIAMS & YALE,
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JOBBERS OF
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	NEW STYLES BOYS CLOTHING at Putnam's.
BOYS CLOTHING AT Putnam's.	
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FOR ALL KINDS OF CLOTHING FOR Men and Boys, GO TO THE	

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FENCE WIRE!
We are prepared to make contracts with dealers for first quality
ANNEALED FENCE WIRE
No. 8 and 9.
In quantities of not less than one ton, deliverable at our Warehouse at any time previous to the first day of June next. Five per cent. Cash to be paid when the contract is made, balance on delivery. Purchasers are invited to correspond with us at once.
THOMAS S. DICKERSON,
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CHAMPION
Fire and Burglar Proof Safes,
With HALL'S Patent Powder Proof Locks, the same that were awarded separate medals at the World's Fair, London, 1851, and the World's Fair, New York, 1853, and ARE THE ONLY American Safes that were awarded medals at the London World's Fair.
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Will be paid to any person that can show that a Herring's Patent Champion Safe ever failed to preserve its contents in accidental fire.
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WALWORTH, HUBBARD & COMPANY,
Would call the attention of the trade and the public to their
REMOVAL
From their Old Stand, 229 Lake street, to the newly built store,
No. 181 Lake Street. No. 181
And offer, as before, their well known extensive stock of
Gas & Steam Fitter's Materials.
ALSO—SHAW'S PATENT GAS HEATER. With every variety of articles in their line. mh15-1818-6m

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Manufacturers and Dealers in Lumber.
Corner of Lake and West Water sts.
Joist, Timber and Dimension Lumber cut to order. Country dealers and builders are solicited to call on us before purchasing, as our facilities for cutting lumber for any purpose are not surpassed. Railroad companies furnished with ties on the most favorable terms. By buying of us, they can have lumber cut to order ... J. L. McVICKAR & Co.

NEW STORE AND NEW GOODS.
96 & 98 LAKE STREET,
OVER THE AMERICAN EXPRESS CO.'S OFFICE.
S. W. RIPLEY,
MANUFACTURER AND WHOLESALE DEALER,
Offers to his old customers and the trade generally, a large and most desirable stock of
BONNETS, RIBONS, SILKS,
MILLINERY AND STRAW GOODS
SHAKER HOODS, PALM LEAF HATS,
Leghorn and Straw Hats and Caps,
FOR
Men's, Boys' and Children's Wear,
And a great variety of TRIMMED GOODS and other articles. The whole of which will be sold at
AUCTION PRICES,
And great inducements offered to CASH BUYERS, MILLINERS and TRADERS will find it to their advantage to call before purchasing. Orders solicited and faithfully attended to. S. W. RIPLEY,
ap6c8 1m Late at 63 and 65, Lake street.

Strangers and Citizens!

FOR	FOR	FOR
STEEL Slides.	CARD CASES In Pearl.	BRUSHES Hair.
STEEL Buckles.	CARD CASES In Shell.	BRUSHES Cloth.
STEEL Clasps.	CARD CASES In Silver.	BRUSHES Teeth.
STEEL Bracelets.	CARD CASES In Ivory.	BRUSHES Flesh.
STEEL Combs.	CARD CASES Pearl Carved.	BRUSHES Hat.
STEEL Purses.	CARD CASES Inlaid in Silver.	BRUSHES Nail.
STEEL Ornaments.	CARD CASES Inlaid in Gold.	BRUSHES Whisker.
STEEL Shawl Pins.	CARD CASES All kinds,	BRUSHES All kinds,
AT	AT,	AT

JOHN D. PARK'S,
124 . . . Lake Street. . . . 124

STANTON'S
FAMILY GROCERIES,
No. 123 South Clark Street,
— OF THE —
Best Qualities,
Hams, Tongues, Salmon
SMOKED BEEF, MACKEREL,
HERRING,
Flour, White and Yellow Corn
BUCKWHEAT,
Maccaroni, Vermicelli,
AMERICAN CHEESE, ENGLISH CHEESE
Teas,
OOLONG, SOUCHONG, POUCHO
Y. HYSON, HYSON, IMPERIAL,
Coffees,
JAVA, MOCHA, MARICAIBO,
ROASTED AND GROUND.
AMERICAN & ENGLISH PICKLES,
Preserved Fruit of all Kinds
WINES and LIQUORS,
OF THE BEST QUALITIES AND WARRANTED PURE.
nov26'59 1y9dp

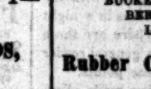
BACON'S
BURGLAR PROOF BANK SAFES,
Or, Fire and Burglar Proof Bank Safe,
Secured with heavy round wrought iron bolts (on door) 1½ inches in diameter, and,
Covert's Permutation Bank Lock
WITHOUT KEY OR KEYHOLE.
We Invite Bankers to Examine our Stock.
Wilders Fire Proof
SALAMANDER SAFES,
The Best Fire Proof Safe in the World.
PRATT & WORCESTER, Agents,
197 South Water street.

NEW GOODS!
Hoffman & Vogt,
AT
75 . . LAKE STREET . . 75
Are now receiving their
SPRING STOCK
OF
CLOTHS, CASSIMERES, VESTINGS,
AND
Gents' Furnishing Goods,
and cordially invite the citizens to call and examine them. We are prepared to make up to order, on short notice, and in a style unsurpassed by any house in the city.
HOFFMAN & VOGT.
mh22b878 1m

EDWARD ELY,
WOOLLEN DRAPER AND TAILOR,
Having just returned from New York, where he has been spending most of his time the past month, in making rich and tasteful selections of seasonable goods adapted to man's wear, as also becoming thoroughly conversant with all the newest and most desirable modes of manufacturing the same, is prepared in
EVERY PARTICULAR
to cater to the taste of all who wish a Genteel Garment, combining utility with taste. Also deals largely in the best article of WHITE SHIRTS sold in this market, to which he invites the special attention of all who are in search of
JUST THAT THING.
We keep also every article in the line of Gents' Furnishing, from the collar to the sock, and paying especial attention to this Branch of our business, are always in readiness to supply our patrons with all the
NOVELTIES OF THE SEASON,
as well as everything in the staple line. An examination of our stock is respectfully solicited.
N. B. English, French, and American Fashions received monthly.
EDWARD ELY,
WOOLLEN DRAPER AND TAILOR,
mh31b660 2m No. 9 Tremont Block, Chicago.

BURWELL & WYANT—
Dealers in
GENTS' FURNISHING GOODS,
DEARBORN STREET,
No. 8 Tremont Block, Chicago,
Are now in receipt of a very Choice Selection of
SPRING STYLES AND NOVELTIES,
In Their Line.
Shirts made to order from measure, and warranted to fit and give Satisfaction.
AGENTS FOR THE
Golden Hill Shirts.
mh31-b661-3m

41 · LA SALLE STREET, · 41
SPLIT ZEPHYR,
SHETLAND WOOL,
TINSEL ZEPHYR,
SERPENTINE BRAID,
SINGLE AND DOUBLE ZEPHYR,
CROTCHED COTTON IN BALLS,
Complete assortment received by
SUTTON & BURKITT,
(Late R. Dusk.)
mh27b619-1m 41 LA SALLE STREET.

W. W. KIMBALL,

DEALER IN
PIANO FORTES & MELODEONS.
☞ New Pianos from the best Eastern Manufacturers for $175 to $600.
PIANOS TO RENT.
OLD PIANOS TAKEN IN EXCHANGE FOR NEW.
99 . . Clark Street. . . 99
no29b11-1y

OUR STOCK OF
HATS AND CAPS
is now complete, and we are selling them cheaper than any other house in the city. Our number is
98 Lake St., op. Tremont House.
BAKER & McCOY.

BURLEY & TYRRELL,
No. 48 Lake Street,
Offer at Wholesale and Retail the Largest Assortment
CHINA,
Crockery and Glass-Ware,
TABLE CUTLERY,
Looking Glasses and House-Keeping Goods
TO BE FOUND IN THE CITY.
Our prices are low, terms liberal and goods of superior quality. We invite purchasers to examine our stock.

BIRD CAGES.—Large Stock—
Great Variety,
Now in store, and to be kept up during the season the best stock of
BIRD CAGES
TO BE FOUND IN CHICAGO,
And they will be offered TO THE TRADE at very low prices.
I will be glad to fill small orders for Cages, as samples of the goods we keep, which in style of finish will be found superior to any; and as the
Manufacturer's Agent,
At WHOLESALE, the prices will be low. Entrust your orders to H. C. VAN SCHAACK, Jr.,
ap4-3mb609 47 State street, Chicago.

EDWARD F. PEUGEOT,
Manufacturer of
Manufacturer of
WILLOW CABS,
WILLOW CABS,
Children's Gigs!—Children's Gigs!!
Children's Gigs!—Children's Gigs!!
AND CARRIAGES!!!
AND CARRIAGES!!!
To get them go to
PEUGEOT'S
Great Variety Store,
NO. 40 CLARK STREET.

CARPETS! CARPETS!
GREAT CARPET HALL,
135 and 137 Lake Street,
(UP STAIRS.)
HOLLISTER & WILKINS
Offer for sale the largest and best assortment in the North-West, of
Medallion, Three-Ply,
Wilton, Ingrain,
Velvet, Body Brussels,
Tapestry, Tapestry Ingrain,
Brussels, Stair,
and other
CARPETINGS!
RUGS, MATS,
MATTINGS, OIL CLOTHS.
CURTAIN GOODS,
WINDOW SHADES, & TRIMMINGS.
SHEETINGS, TOWELS,
PILLOW CASINGS, TABLE LINEN,
NAPKINS, QUILTS,
MATTRESSES, BLANKETS,
LOUNGES, PILLOWS,
And every description of
HOUSE FURNISHING
AND
UPHOLSTERING GOODS.
Prime Live Geese Feathers.
ETC., ETC., ETC.
HOLLISTER & WILKINS,
135 and 137 Lake Street, Chicago.
ap4b686 3m

THE NEW PATENT CORRUGATED SPRINGS.
Reducing the Weight of Skirts
And increasing their strength nearly one-half.
ARE FOUND ONLY IN
THOMSON'S CORRUGATED SKIRTS.
For sale by P. PALMER, 112, 114 & 116 Lake st.
ja25-b485-3meow

BRUSHES!—BRUSHES!—
Brush Factory,
NO. 204.........RANDOLPH STREET.........NO.
We have a large assortment of Brushes at Wholesale & Retail, comprising in part
PAINT,
WHITE-WASH,
VARNISH,
SCRUB,
SHOE, and
HORSE BRUSHES, &c.,
Of good quality and workmanship, which we will sell at low prices for cash.
mh1-b704-3m GEO. E. GERTS & CO.

Strangers and Citizens!

FOR	FOR	FOR
COMBS, In Shell.	POCKET BOOKS, In Morocco.	PURSES, In Buck.
COMBS, In Steel.	POCKET BOOKS, In Russia.	PURSES, Silk.
COMBS, In Ivory.	POCKET BOOKS, In Calf.	PURSES, Velvet
COMBS, In Rubber.	POCKET BOOKS, With Clasps.	PURSES, Enameled
COMBS, In Gold.	POCKET BOOKS, With Bands.	PURSES, With Chain
COMBS, All Sizes.	POCKET BOOKS, All Styles.	PURSES, All Sizes.
COMBS, All Kinds.	POCKET BOOKS, All Kinds.	PURSES All Kinds
GO TO	GO TO	GO TO

JOHN D. PARK'S,
124 . . . Lake Street . . . 124

LIGHT, FLEXIBLE AND STRONG,
NOVEL AND BEAUTIFUL IN SHAPE,
Approved by all.
Inquire for THOMSON'S CORRUGATED SKIRTS,
For sale by P. PALMER, 112, 114 & 116 Lake st.
ja25-b485-3meow

SHOW CARDS,
CIRCULARS,
HANDBILLS,
POSTERS, &c.,
IN ONE OR SEVERAL COLORS,
To order at lowest rates, by
WM. H. RAND,
ap13-1w Press and Tribune Office, 51 Clark street.

INDIA RUBBER GOODS OF ALL KINDS.
Machine Belting,
RUBBER, LEATHER AND COTTON DUCK; CONDUCTING, STEAM & ENGINE HOSE; FIRE BUCKETS, GASKETS, TUBING, RUBBER & HEMP PACKING, LACE LEATHER, BELT HOOKS AND CLASPS.
Rubber Clothing, Boots & Shoes,
Of all kinds.
Rubber Gloves, Horse and Wagon Covers, Camp Blankets, Carriage and Nursery Cloths, Life Preservers, Piano Covers, Air Beds, Pillows and Cushions, Druggist's Articles, Toys, Combs and every variety of Rubber Goods, WHOLESALE AND RETAIL. JOHN B. IDESON & CO.,
Agents for the Manufacturers,
mh15b607 3m 21 Dearborn street.

ANTIQUE MARBLE MANTELS
For sale at
105 Dearborn Street,
BY NEW YORK MARBLE COMPANY.
fe18b611 3m WELLS LAFLIN, Agent.

PURE NATIVE WINE
Made from the
WILD GRAPE.
This Wine has a very rich flavor and is an excellent article for Invalids.
GUARANTEED STRICTLY PURE.
Price $4.00 per Gallon.
GALE BROTHER'S Family Prescription Store,
No. 202 Randolph street

GILBERT HUBBARD & CO.
Ship Chandlers and Sail Makers,
Wholesale and Retail Dealers in
Twines and Cordage
Nos. 205 & 207 South Water Street,
Cor. Wells, Chicago, Ill. Dealers in Manilla and Tarred Rope, Sail Duck, Bags and Bagging, Wool, Seine and Gill-net Twines, Nets and Seines, Oakum, Tar, Pitch, Rosin, Oils, Chains, Anchors, Tackle Blocks, &c. COTTON, FLAX & HEMP TWINES OF EVERY DESCRIPTION.
G. HUBBARD. [illegible] GEO. R. CARPENTER.

CROCKERY,
FINE CHINA,
GLASSWARE,
Silver Plated & Brittania Ware,
HOUSE FURNISHING GOODS,
WHOLESALE AND RETAIL.
THOMAS P. BYRN.
mh8 b617 133 LAKE STREET.

OPENING OF NEW MILLINERY.
H. W. WETHERELL
IS JUST RECEIVING A LARGE FRESH STOCK OF DESIRABLE
MILLINERY,
From New York, which will be sold at the
Lowest Possible Cash Prices,
And the Ladies of Chicago are respectfully invited to call and see some of the choice styles of BONNETS in almost every possible variety of Silk, Crape and Straw material. Also, the large assortment of HATS, for INFANTS, BOYS' and GIRLS' wear—such as Leghorn Flats, Infant's Split Straw Hats: very cunning.
Pearl, Pedal and Florence Hats,
In the Adelaide, Clotilde and other shapes, some of which can be sold greatly trimmed for $1 to $1.50.
Fashionably trimmed Bonnets furnished for $2.50 or $3. Also, beautiful TRAVELING Hats made for $4, $5 or $6. Orders taken for the Fashionable Hats and warranted to please and
READY WHEN PROMISED.
Having secured the services of Miss A. E. WILLIAMS, formerly in the business here, and so long and favorably known to the Ladies of Chicago, as standing at the head of her profession, we feel confident that her old friends and the Ladies generally, will feel perfect confidence in leaving their orders with us for their new
SPRING AND SUMMER HATS,
Knowing that they cannot be better suited elsewhere.
All Work Promptly Done.
Old Bonnets cleaned, pressed and wired for 25 cents. Hats and them in.
Palm Leaf Shakers 20 cents; Willow 25 cents.
Come and get a nice Rough and Ready Bonnet for 75 cents. Opening of
NEW YORK HATS on Saturday Next.
Please Remember the number.
54..........LAKE STREET..........54
Iron Block opposite City Hotel.
ap17-c109-1w H. W. WETHERELL

HOUSEKEEPER'S EMPORIUM
— AT —
VAN SCHAACK'S,
47..........STATE STREET..........47
SIGN OF THE
GOLDEN TEA KETTLE.
IN FURNISHING THE HOUSE,
Brooms, Dust Pan, Scrubbing Brushes, Window Brushes, Pails, Step Ladders, &c.
BEGIN AT VAN SCHAACK'S,
For a Cooking Stove, the celebrated McGreggor Cook Stove
"THE LEADER,"
Arranged with Hot Water Pipes for Heating the Plumber's Boiler, with or without Reservoir and Hot Closet attached, and its large ventilated Oven, baking beautifully; will enable the Cook to carry on all culinary operations with ease and satisfaction to the Housekeeper.
HOUSEKEEPER'S EMPORIUM,
KITCHEN, STOVE and RANGE FURNITURE:
Stove Cover Lifter, Flue Scraper, Shovel and Tongs, Coal Hod, Ash Pail, Pots and Kettles, Pot Covers, Wash Boilers, Tea Kettle, Steamers, Grid Iron, Ham Broiler, Soap Stone Griddle, Waffle Iron, Toasting Irons, Oyster Broiler, Coffee Roaster, Flat Iron Heater, Flat Irons, Stove Blacking and Brushes, Dripping Pan, Spider, etc.
At No. 47 State Street,
ENAMELED AND FRENCH TINNED HOLLOW WARE.
Preserve Kettles, Sauce Pans, Omlet Pans, Oval Pots with cover, Soup Digesters, Fish Kettles, Stew Pans, Milk Boilers, Cullenders, Gravy Strainer, Ladies' Skimmers, Enameled Preserve Spoons, Basting Spoons, Kitchen Spoons, Flesh Forks, Table Forks, etc.
SIGN OF GOLDEN TEA KETTLE.
PLAIN TIN WARE OF ALL KINDS.
Having a Shop, any article of Tin Ware required, not on our shelves, can be quickly supplied.
THE JAPANNED WARE AT VAN SCHAACK'S.
Setts of Toilet Ware, or Water Carrier only, or Slop Jar only, or Foot Tub only, Slop Pails, Cup Tubs, Dust Pans, Wash Basins, Spittoons, &c., &c.
For Bathing Apparatus,
GO TO 47 STATE STREET.
The Plunge Bath—The Hip Bath—The Sitz Bath—The Hand Shower—The Infant Bath Tub—The Foot Bath, &c., &c.
WOODEN AND WILLOW WARE, BASKETS, DOOR MATS, FOOT SCRAPERS, &c.
☞ Nearly every article required for Housekeeping will be found at VAN SCHAACK'S.
☞ ILLUSTRATED CATALOGUES sent by mail when requested. ap14c85-1w

REMOVAL! REMOVAL!!
George McKeand
Has removed his
Merchant Tailoring Establishm't
— TO —
46 SOUTH CLARK-ST.,
Where he will, as before, keep the fullest and best assortment of
CLOTHS,
CASSIMERES,
TWEEDS,
FURNISHING GOODS, Etc.,
To be found in Chicago. The greater part of his stock is of his own
DIRECT IMPORTATION,
Thus enabling him to offer his customers the best and most fashionable styles
At the Lowest Prices.
GEO. McKEAND,
mh22b875 2m 46 South Clark street, Chicago.

AT THE FRENCH GARDENS,
Flowers, Plants and Fruit Trees.
MARTIN & GODELLON,
FLORISTS AND NURSERYMEN, OF PARIS,
Have the honor to inform the ladies and gentlemen of Chicago that they have just arrived with the most beautiful and rare collection of PLANTS, such as CAMELIA, MAGNOLIA, RHODODENDRUM, AZALIA, PEONIA TREE, JASSAMINE, ACCUBA, eight hundred kinds PERPETUAL ROSES; also, FRUIT TREES of all kinds—Pears, Apples, Plums, Peaches, Apricots, Large Cherries, Gooseberries and Raspberries, four kinds of American Chestnuts, twelve varieties of Grapes for desert; Flower and Garden Seeds of all kinds. NEW PLANTS—The Monvessove, the Amaryllis, Spiritus Auto; all kinds Hardy Evergreen Trees, Shrubs, Bulbs, Roots and Garden Flowers; new Monthly and Perpetual Moss Roses; twelve kinds of Carnation Plants, double flowers. Will remain only two weeks in this city. P. MARTIN,
ap17x41 G. GODELLON,
Corner of Washington and Clark st's.

SPRING TRADE.—1860.
Field, Benedict & Co.,
NO. 81 & 83 SOUTH WATER STREET,
Are now receiving their usual large stock of goods adapted to MEN'S WEAR, to which they would invite the attention of cash and prompt paying customers, consisting in part of
Black and Colored Broadcloths, all grades,
Black and Fancy Doeskins and Cassimeres,
Silk, Marseilles and Valentia Vestings,
Farmers' and Mechanic's Cassimeres,
Cottonades in great variety,
Kentucky Jeans, Merino Cassimeres,
Farmers' Linen Drills and Ducks,
Spanish, Grass, Blouse and Bley Linens,
Tweeds, Sat-netts, Corduroys, &c., &c.
Also, a general stock of TAILORS' TRIMMINGS.
Dealing exclusively in goods adapted to MEN'S WEAR, we can offer the trade superior inducements in the way of prices and variety. fe17-b496-3m

MASSASOIT HOUSE.
FOOT OF SOUTH WATER STREET,
CHICAGO, ILLINOIS.
Only fifty feet from the Great Central Depot of Burlington and Quincy, Hannibal and St. Jo, Illinois Central, Lafayette and Indianapolis, Michigan Central, Cairo and St. Louis, Cincinnati.
BY K. WINNE.
This house is now under the management of K. Winne, well known as former proprietor of the Neil House, Columbus, and Winne House, Cincinnati, Ohio, and will be sustained in all respects as a first-class house, at the low rate of $1.50 per day. Baggage taken to and from the depot free of charge. mh23b811m

NEW GOODS!—NEW GOODS!
Squibb's Preparations,
Keith's Medicines,
Tilden's Preparations,
Tarrant's Medicines,
Select Powders,
Sugar Coated Pills,
Hegeman's Benzine,
Barnett Cocoine,
New Goods daily arriving.
J. H. REED & CO.,
Wholesale and Retail Druggists,
144 & 146..........LAKE STREET..........144 & 146

BURWELL & WYANT—
AGENTS FOR THE
GOLDEN HILL SHIRTS.
DEARBORN STREET,
No. 8 Tremont Block,
CHICAGO.
mh31-b662-1m&w

FOUR THOUSAND SKIRTS PER DAY!
Requiring Four Separate Factories,
AND THE LABOR OF ONE THOUSAND HANDS
Are required by the demand for
THOMSON'S SKIRTS.
For sale by P. PALMER, 112, 114 & 116 Lake st.
ja25-b485-3meow

MRS. BATES' AGENCY OFFICE FOR DOMESTIC SERVANTS,
171 . . Washington Street. . . 171
Between Wells and Lasalle, Chicago.
No Girls sent from the office without a written card.

NEW DEPOT—For the sale of
WINSHIP'S REFRIGERATOR.
Located on the southwest corner of Lake and Franklin sts.
A large and complete assortment of all kinds of ICE BOXES on hand at 226 Lake, cor. of Franklin street.

EVERY LADY IN AMERICA
Who Values Comfort, Health and Elegance,
SHOULD HAVE ONE OF
Thomson's Corrugated Skirts.
For sale by P. PALMER, 112, 114 & 116 Lake st.
ja25-b485-3meow

FANCY STEAM DYE WORKS,
OF SIDNEY KALISH,
126 South Clark St., between Monroe and Adams Sts.,
Chicago, Ill.
Ladies' Dresses of every description, also Gentlemen's Coats, Vests and Pants dyed, repaired and cleaned in the best manner, on reasonable terms. ja25-1y

UNION CHEMICAL PAINT,
Manufactured and Sold by the
Chicago Paint Company,
97 Washington Street.
It is the cheapest paint in the world.
It dries so quick that the desired number of coats may be given in a few hours.
It is perfectly healthy and free from all disagreeable odor.
It is very durable, and may be polished as smooth as the finest marble.
It will not peel off and cannot be blistered by heat.
It is beautifully white, and will not turn yellow from lying in darkness.
ONE POUND will go as far as TWO pounds of lead paint, and costs but ONE HALF the money.
For ceiling walls and fresco painting, no other can at all compare with it.
It is ready for use as it comes from the keg, and needs no mixing or grinding.
☞ SEND FOR A CIRCULAR. ☜
mh13-[illegible]

SOYER'S SULTANA SAUCE,
For Hot and Cold Dishes of all kinds, This most delicious and appetizing sauce, invented by the renowned "Soyer," for the London Reform Club, is since his decease manufactured by the well known house of Crosse & Blackwell, London, from the original recipe. It is the favorite sauce in England, and on the Continent, with a high and growing reputation among American Epicures, and is much approved of as a stimulant to the appetite and to digestion.
OPINIONS OF THE LONDON PRESS.
"We recommend our correspondent to try Mons. Soyer's new Sauce, entitled the 'Sultana Sauce.' It is made after the Turkish recipe; its flavor is excellent, and it affords considerable aid in cases of slow and weak digestion."—*The Lancet.*
"Savory, Piquant and Spicy, worthy the genius of Soyer."—*Observer.*
"A most valuable adjunct to Fish, Flesh, and Fowl, and should have a place on every table."—*Atlas.*
Sole Agents for the United States,
GARDNER G. YVELIN, 217 Fulton St., New York,
and BRAY & HAYES, 34 Cornhill, Boston. For sale by Grocers and Fruit Dealers everywhere.

PRINCE
Imperial Champagne,
FROM DE VENOGE & CO.,
EPERNAY, FRANCE.
Sold by all Respectable Dealers throughout the Country.
This fine brand of CHAMPAGNE, which until the past year was confined exclusively to the best tables of the Continent of Europe, has now obtained the most unbounded success and popularity in this country. It is recommended by some of the first Physicians of the city of New York, over all other wines, on account of its extreme purity and delicacy, and those who once try it rarely use any other brand. Although only one year has elapsed since its introduction into this country, the demand is enormous and constantly increasing. Our arrangements are such as to insure the quality of the Wine being maintained at its present high standard. The Prince Imperial is imported only by us, we being the sole Agents of Messrs. De Venoge & Co., in this country.
E. V. HAUGHWOUT & CO.,
mh17-b821-3m Nos. 488, 490 & 492 Broadway, N. Y.

E. G. HALL, KIMBARK & CO.,
Importers and Dealers in
IRON, NAILS, STEEL
AND HEAVY HARDWARE.
ap18 No. 190 and 192 Washington street, Chicago, Ill.

J. D. DECREET & CO.
MANUFACTURERS OF ALL KINDS OF
ARCHITECTURAL IRON WORK.
PROPRIETORS OF
Fuller's Patent Portable Iron Fence,
AND JOHNSON'S PATENT
IRON ROLLING SHUTTER.
OFFICE, NOS. 3 AND 4, PARDEE'S BUILDING,
Corner South Water and Wells sts., Chicago.
☞ S. B. Williams, Agent.
N. S. BOUTON. [mh1-b706-3m] J. D. DECREET.

STEWART'S COOKING STOVE
STILL AHEAD.—The acknowledged superiority of the Stewart Stove has given rise to several imitations. The genuine article for sale only by G. METZ, Agent, at 180 State street, between Monroe and Adams. Also, a good assortment of Housekeeping, Hardware and Tin Ware.

H. V. DITMARS,
PRACTICAL
Machinest and Pressman,
NORTH WATER STREET,
One Door West of Wells-st., Chicago, Ill.
Particular attention paid to repairing Printing Presses, manufacturing Chases, &c., &c.
Steam Engines rebuilt, and set up to order.
Orders from the country solicited. P. O. Box 98.
ap13c71-2m

Chicago Lead Works
Corner of Clinton and Fulton streets, West Side.
LEAD PIPE, BAR & SHEET LEAD,
Shot, White Lead,
Red Lead, and
Lytharge.
PIG LEAD, PUMPS AND HYDRAULIC RAMS.
☞ Orders from the trade solicited. CASH paid for Old Lead and Flax Seed. P. O. Box 1836.
[fe6] E. W. BLATCHFORD.

BABCOCK & PEEK,
[Successors to Willard, Peek & Co.]
171..........Randolph Street..........171
MAHOGANY, ROSEWOOD AND WALNUT, ALSO CHAMBER, DINING-ROOM AND COMMON FURNITURE IN GREAT VARIETY.
Wood Seat and Cane Seat Chairs, Bedsteads and Bureaus.
☞ Particular Attention paid to Country Orders and to Furnishing Hotels, etc.

2,000 KEGS NAILS,
FOR SALE
VERY LOW FOR CASH,
To close out stock.
ap14x1w J. M. CRAWFORD & CO.,
74 Market street.

TENTS, AWNINGS, WAGON COVERS AND FLAGS,
Constantly on hand and made to order by
GILBERT HUBBARD & CO.
Ship Chandlers,
fe21b591-3m 205 & 207 South Water st., Chicago.

WM. P. WOODRUFF, Sail Maker and manufacturer of Awnings, Tents, Bags, Wagon Covers, Trunk Covers, Flags, Banners of all descriptions, Ropes Spliced, Hoisting Machines Fitted to Stores, with Ropes and Blocks, with safety and dispatch. Work Shop, over Stafford & Colburn, Ship Chandlers, 134 and 136 South Water-street, Chicago.
Pike's Peak Tents on hand.

CASH ADVANCES
MADE ON
Warehouse Receipts and on Produce
Consigned to Philip Dater, New York.
CLARKE & DATER,
ap4b364 1m 73 South Water street, Chicago.

KEDZIE'S WATER FILTER
For sale at
NO. 225 LAKE STREET,
COR. OF FRANKLIN.

RACINE COLLEGE.—The Spring and Summer Term of Racine College will open on April 17th, to continue until July 26th.
For terms, &c., apply to Rev. JAMES DeKOVEN,
mh30b787 2w Racine College, Racine.

FRESH SHAD,
Halibut, Haddock, Codfish,
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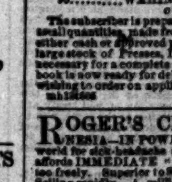

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REFERENCES.—Prof. A. Curtis, M. D., Cincinnati, Ohio; J. D. Friend, M. D., New York; J. A. Hennie, M. D., Albany, N. Y.; M. W. Hill, Buffalo, New York.
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Press & Tribune.

THURSDAY, APRIL 19, 1860.

PACIFIC RAILROAD.

Report of the Special Committee ON THE PACIFIC RAILROAD BILL.

Submitted to the House of Representatives, April 14, 1860.

The select committee to whom were referred all matters relating to a Pacific Railroad and telegraph line have had the same under consideration, and submit the following report:

The application of steam power to propel steamboats and locomotives has become universal among civilized nations. Every pursuit which requires celerity, certainty, and economy of movement goes by steam; and, although it is only about thirty-five years since railroads and locomotives were invented, it would now be considered preposterous to present arguments to prove their general necessity in the public and private affairs of state.

Commercial, postal, naval, and military movements are everywhere accelerated by the application of steam on water and land; and to avoid dangerous and disgraceful delay in national progress, every country must make provision in some way to compete with this new element of national progress. In the Crimean war, France and England availed themselves of steam propulsion, and even constructed a railroad, to the great advantage of the allies, and damage and disaster of Russia.

Every country should have means of railroad transportation to salient remote points, otherwise ocean steamers can overwhelm such points before they can receive succor from home. In the recent Italian war, the adoption of steamboats and railroads as military facilities or auxiliaries concentrated more decisive action in a three months campaign than could otherwise have been effected in three years. Railroads are now absolutely necessary for military protection, and might be justified in some instances on the ground of public safety, and under the legal maxim, *Salus populi suprema est lex.* Let us apply the general principles to the conditions of California and the surrounding Pacific settlements. Our only effective commercial lines connecting with those States are circuitous, exterior, and oceanic, passing through foreign States by no means particularly friendly to us. The routes and sections of routes, which lie on the ocean, are exposed to superior naval Powers in Europe—Powers that are becoming vastly stronger by recent alliances, and by the application of modern improvements. The transits by the Isthmus are exposed to international wars that are frequent in the unsettled condition of Central American States. In the event of probable wars among other nations, therefore, and what is worse, in case of war involving ourselves, all our lines of communication that could serve for commercial and military purposes would be immediately beyond our reach, and most likely be occupied by other hostile Powers, which could seize upon those lines, transport an army by steam, and make a campaign in California, before we could transport forces across the country to succor or sustain our friends and kindred of the Pacific shore. A Pacific railroad is a military necessity to aid in the defence of the Pacific States; and every reflecting mind possessed of patriotic emotions will perceive that California's wealth and weakness invite aggression, and demand of us immediate and decisive exertion in their behalf. The Constitution has devolved upon Congress the power and the duty "to insure domestic tranquility," "to provide for the common defence," "regulate commerce with foreign nations, and among the several States and with the Indian tribes," and "to establish post-offices and post roads." A railroad connection with the Pacific would promote each and all these constitutional provisions; and every citizen desirous of maintaining the integrity of our Union will find ample justification within some of these provisions to justify the national aid necessary to secure the actual result. We have had Conventions of the people, resolutions of States, the declarations of great political societies for years presenting and pressing this matter before Congress. Large sums have been appropriated and expended in preliminary explorations; large volumes have been written and published at the public expense; the President has repeatedly urged it upon Congress; and it may be regarded as a national determination that we must now take decisive action and secure successful results. With this view of the subject your committee have earnestly and anxiously sought a solution which would determine the magnitude of the requisite work and the best means of accomplishing it.

Fortunately, the experience of our people in the construction of thirty thousand miles of railroad has rendered the subject familiar to everybody, and the eighteen hundred or two thousand miles now required to connect our railroad system with the navigable waters of the Pacific, near San Francisco, is only perplexing because it passes through sparsely settled and somewhat barren portions of the Republic, and because of the importance its construction will give to adjacent locations. The explorations which have been prosecuted with great ability by officers of the United States army; and the resume by Capt. Humphreys, in charge of the explorations, have furnished the careful student with ample means to determine some rational conclusion of this important subject. A large map, drawn under the direction of Captain Humphreys and Lieut. Warren (a photographic miniature of which will accompany this report) has also aided your committee in the determination of a great conflict of views relating to the length and position of routes. As a preliminary question, your committee first determined to adopt but one line; although many able arguments were urged in favor of two or more. Having thus determined on one road, by reference to the map which presents the line reported practicable it will be perceived the subject is reduced to that of considering four routes and selecting the best of these as the basis of our estimates. Able arguments have been presented in favor of each route, and each has its specialities as both favorable and unfavorable. On either route mountains, rivers, and sterile lands must be traversed, and on other parts of each route, rich valleys, gentle grades, and cultivable lands are to be found. To present the favorable and unfavorable qualities of each route would extend this report beyond reasonable limits; and your committee having resolved upon the presentation of the central route without prejudice to others, they will present mainly the arguments favoring the construction of a railroad on that hypothesis.

The vast consequence to our country and to localities which must result from the construction of a Pacific railroad cause this question of route to be the most difficult and exciting obstacle in the determination of Congressional action. Wherever the location be made, great advantage must inure to the vicinity, and therefore every section of the Republic desires and earnestly insists on that line which will best subserve local convenience. Some not only desire the local advantage, but the dread prestige such a work will give to a rival section. It is impossible to fully reconcile this antagonism by urging the importance of the common national interest; but your committee have sought to accommodate this, among other considerations, by adopting a central line, upon which branches on each side and from each end can most easily and directly accommodate all sections of our country. The four general lines which have been reported as practicable, and so designated on the accompanying map, are situated as follows: 1st. The route by the Gila river, through Arizona, near the parallel of 32 deg. North latitude. This route runs very near our southern boundary, and is the route of the so-called "Southern Pacific Railroad." 2d. The route through Albuquerque, near the 35th deg. This line runs within four degrees of the southern boundary of the western portion of the Republic. 3. The emigrant route by the Platte valley, through Salt Lake valley, near the parallel of 41 deg., which we denominate the Central line, the general location of which your committee have adopted. 4th. The route from St. Paul to Puget Sound, which runs between the 47th and 49th degs., very near to our northern boundary. The section of our country through which all these lines run lies mainly between the 31st and 49th degs. North latitude, and is therefore 18 degrees wide. The bi-secting or middle line would be the 40th degree of latitude, which corresponds nearly with the boundary between Missouri and Iowa, a Southern and Northern State. Without defining passes in the mountains, or prescribing the exact points of termini, your committee recommend this as the proximate parallel upon which centrality and the largest amount of local interest can be concentrated. It is central as to the West, central as to the numerous lines of railroads traversing the Western States, central and prolonged eastward as to our great cities, it being the parallel of Philadelphia and central as it passes through the centre of our whole population. All other things being equal, on the plan of one road, such a location, your committee suppose, would consider most likely to accommodate the greatest number of our people.

THE SHORTEST ROUTE.

Before stating the comparative length of the different routes, it is necessary to see that they start and end fairly. Radical error has been fastened upon the public mind by false presentation of the starting and ending of a Pacific railroad. Our railroad system is complete beyond the Mississippi river, and at many points lines are now progressing hundreds of miles west of the Father of Waters, one point to St. Joseph, Mo. This system of iron network has extended a line beyond the Missouri, now two hundred and fifty miles west of the Mississippi, and rails are now being laid on the way to Fort Kearney. Considering a Pacific railroad, we should either start from permanent navigable rivers, or from these exterior points of the railroad system. This, all will concede, is the only fair way of comparing lines, yet such has not heretofore been the manner of stating comparative lengths. In considering the Western terminus we must look to a safe, direct connection with San Francisco, or to the navigable interior rivers, leading by steamboats directly to San Francisco. A terminus at San Diego or at Puget sound is, like the Isthmus routes, unsafe, being too far from the great Pacific emporium, to which we should seek to have a safe communication in times of war. From either of these points to San Francisco several hundred miles of ocean steam line is required. All lines should, therefore, be terminated at the bay of San Francisco, or what shall be substantially the same, on the Sacramento or Sanjoaquin river, where steamers can always transport two hundred tons of freight. Taking this fair and only sensible way of starting and ending lines to compare the relative length of these lines, as starting distances from the map which compares with the surveys, we have the following result:

1. The line of 32 deg., that of the Southern Pacific Railroad, from Gaines to Fulton [illegible] Texas), distance as shown on the map, from Fulton to San Francisco	2,097
Deduct sections completed West of the Mississippi	2,177 / 30
Deduct also navigable waters of San Joaquin	2,147 / 97
Total length of the Southern Pacific	2,050
2. The line of the 35th parallel from Memphis to Fort Smith is [illegible] miles, and from Fort Smith to San Francisco	270 / 2,036
Deduct finished section West of Memphis	2,306 / 34
Deduct proposed cut-off	2,272 / 93
Deduct also navigable portion of San Joaquin	2,179 / 97
Total length of this line	2,082

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1. The Route 32 deg., that of the Southern Pacific Railroad, from Gaines to Fulton [illegible] as shown on the map [illegible] to San Francisco	150 miles.	2,037
[illegible] completed West of the Mississippi		2,177
[illegible]		30
[illegible] navigable waters of San Joaquin		2,147
		97
[illegible] of the Southern Pass		2,050
[illegible] 35th parallel from Memphis [illegible] to San Francisco	270 miles.	2,096
[illegible] West of Memphis		2,366
[illegible]		32
[illegible]		2,334
[illegible]		94
[illegible] portion of San Joaquin		2,239
		97
[illegible] this line		2,142
3. Platte Valley, or Central Route. From Council Bluffs on the Missouri river (the same as St. Joseph's) to San Francisco, according to measurements shown on the same map		1,952 miles.
Add fifty miles to equate the starting point from St. Joseph's, Missouri, where the railroads now terminate		50
		2,007
Deduct the navigable waters of the Sacramento, as stated by Lieut. Abert, of the Topographical Engineers		235
Total length of the Central line		1,772
4. The Northern Route, via St. Paul and Puget Sound. From St. Paul to Vancouver, as shown on the map		1,800
From Vancouver to Fort Reding, on the Sacramento, by survey		500
Total length of the Northern line		2,300

From this comparison, it will be seen the Central route is only 1,772 miles long, measuring from the exterior point of the Hannibal and St. Joseph Railroad to the navigable waters of the Sacramento. It will also be perceived that this Central line is not only the shortest but it is 278 miles shorter than the line of 32 degrees; 369 miles shorter than the Northern line. Thus proving the Central route 278 miles shorter than the shortest rival route.

A glance at the map will verify geometrically the relative length of the various routes, showing that the central line starts three degrees of longitude further west than either of the other proposed lines, and, leading to the same point on a semi-diameter, it is shorter than all exterior lines. By adopting the Central route, which is so much the shortest, much time and money will be saved to the United States.

BRANCH CONNECTIONS.

The central position of this line makes the sum of the branches from the south and the north not only mathematically shorter than they otherwise would be, but it is especially convenient for branch lines, as they can follow the great river channels in approaching the main trunk. For instance: From Memphis follow up the valley of White river; from Fort Smith follow up the Neosho; from St Paul follow up the valley of the St. Peter's to the south bend of that river, and thence, via Sioux City, approach the main trunk. It will be seen that our river valleys make convenient approaches for railroad lines.

But it is for Pacific branches that this line is especially convenient, *and the only one that can accommodate branches to all the Pacific ports.* A Southern route would not accommodate Oregon and Washington. A Northern route would not accommodate Utah or southern California; but from the central line you can branch from the Salt Lake valley so as to accommodate all those western States and Territories.

This convenience of branches, especially to the Pacific ports, seems to conclude the argument in favor of the central route. To make a trunk line inaccessible to Oregon and southern California would be absurd, and accomplish only a fraction of the objects proposed.

Puget Sound is especially important in a military and commercial point of view, and our commencement of a railroad system should look to an early connection with that growing and commanding point on the Pacific.

The corresponding bay of great importance in the Southwest is the Gulf of California, and although that inland sea does not belong to us, we must look with interest and favor on such favorable arrangements as will give our Pacific main the benefit of such a harbor, and our railroad system early and easy connection with it.

PRACTICABILITY OF A CENTRAL ROUTE.

It would be folly to present only the bright spots in the long and mainly unsettled, uncultivable line of every proposed route for a Pacific railroad, or to pretend the route is uniformly easy. There are bad and good, rich and barren, rough and smooth sections on each line. The best proof of the greater advantages existing on the Central route is found in these facts: first, that nine-tenths of the overland emigration have adopted this route; and secondly, the settlements are larger and rapidly augmenting only on, or very near, this route. The new gold mines of Pike's Peak, the forty thousand Mormons, and the new and important Washo silver mines will all be accommodated by a Central route; and the latest news from these mining districts is exciting a new flood of emigration, unparalleled in former years.

But your committee will present the line as shown by the Government surveys; this being the most reliable data upon which to base public legislation.

The official surveys on this route have been made by Colonel Fremont, Captain Stansbury, Lieutenant Beckwith, Colonel Lander, Lieutenant Bryant, and Lieutenant Warren; who at different times have examined the different sections; and by uniting their testimony a very correct idea may be formed of the entire route. The travel which passes through Missouri and Iowa concentrates on the Platte valley, which affords an easy approach to the Rocky Mountains for all kinds of roads. Speaking of this first section, Lieutenant Warren says truly:

"The *Platte* river is the most important tributary of the Missouri in the region under consideration; its broad and grass-covered valley, leading to the west, furnishes one of the best wagon roads of its length in America. From its mouth to the Forks the bluffs are from two to five miles from the water, making an intermediate bottom valley of from four to eight miles wide. From the Forks to Fort Laramie, the bluffs occasionally come down to the water's edge, and the road has to cross the points of the ridges. From Ash Hollow to Fort Laramie the road is sometimes heavy with sand. Fine cotton-wood grows along the banks, and on the islands from the mouth to Fort Kearney; from here up it is scarce and of small size. Cedar is found in the ravines of the bluffs, and in the neighborhood of the Forks, and above. The river is about a mile wide, and flows over a sandy bottom; when the banks are full it is about six feet deep throughout, having a remarkably level bed; but it is of no use for navigation, as the bed is so broad that the water seldom attains a sufficient depth, and then the rise is of short duration. The water is sometimes so low, as was the case last season, that it can be crossed anywhere without difficulty, the only care requisite being to avoid quicksands."

The settlements are now extended one hundred and fifty miles up the Platte, and following the *south* fork and Lodge-pole Creek, as proposed by Capt. Stansbury and Lieut. Bryan: this testimony relates to 373 and a half miles, as Lieut. Warren followed the *north* fork when he speaks of the road being "something heavy with sand."

Lieut. Bryan extended surveys up the South Platte and Lodge-pole Creek to the mountain passes. It is in this neighborhood (Cherry creek is fifty miles south,) the new gold discoveries are made, and miners are gathering by thousands. According to Lieut. Bryan, no serious difficulties occur in this section, except a scarcity of timber. He says, (vol. 2. part 2, Ex. Doc. 1857-8 page 478:)

"From the Laramie crossing to the head of Lodge-pole creek, the supply of good water is constant. The grass is generally short, as on the uplands, though there are spots occasionally met with where a more liberal supply than usual may be had. From the head of Pole creek, over the west fork of the Laramie river, to Bridger's Pass, there is but one route to be followed; and, as it has already been described. I need not speak of it again here."

We suppose he refers to the report of Capt. Stansbury. Large groves of pine and other timber have been discovered by the miners, some thirty or forty miles south of Lodge-pole creek. The details of Lieut. Bryan's report are favorable, but too lengthy. We refer to his detailed report.

From the head of Lodge-pole creek to Salt Lake City, we pass the Rocky and Wasatch ranges of mountains; we also pass the valley of Green river, where, for about two hundred miles at various places, coal is found in strata from two to ten feet thick. Capt. Stansbury explored this region, and we refer to his work, from page 217 to page 273. On page 226, speaking of coal, he says:

"The outcrop was about eight feet wide, by four feet thick.

At another point, one hundred miles further east he says, page 234.

"At a point, thirteen miles from the mouth of Bitter creek, we found a bed of bituminous coal, cropping out of the north bluff of the valley, with every indication of its being quite abundant."

On page 236, speaking of the portion three hundred and thirty-one miles further east, between a summit of the Rocky Mountains and Salt Lake, he says:

"We broke out, from a bed twelve feet thick, some beautiful specimens of bituminous coal, which burned in our camp fires with a clear yellow flame."

At longitude 108 deg., latitude 41 deg., he says (page 236):

"Sandstone-cliffs bound the valley on the north side, in which I observed a stratum of coal, which was exposed for a hundred yard, and was at least ten feet in thickness."

Having closed his survey of the route, he says (page 142):

"With the exception of the rough ground near the head of the Muddy, which offers no obstruction of consequence, a perfectly feasible, and, indeed, a most excellent route, whether for a wagon or railroad, has thus been traced, presenting fewer obstacles of construction of either than almost any tract of the same length in the country. The grades will be easy, the bridging comparatively light, and, with the exception of crossing the valley of the Muddy, where a long and heavy embankment may be required, the cutting and filling will be entirely within moderate limits. In no case will an inclined plane be required, and the route is more than usually free from the objection of high and narrow canons, likely to be filled up or obstructed by any snow during the winter."

Again, (page 261,) speaking of this whole most remote and difficult section:

"A glance at the map, and a little attention to the table of latitudes, will show that from Great Salt Lake City, to the head of Lodge-pole creek, a distance of four hundred and eighty-four miles, the difference of latitude is but 36 min., 42 sec.; and that, while the greatest northing made by the proposed line is but little more than 20 min. north of Lodge-pole creek, the greatest deviation to the south is but little more than three miles, so that the entire route through that long distance varies but a trifle from a straight line."

And speaking of this route, as preferable to going sixty miles further north, by the South Pass, he says, (page 269):

"A careful observation of the ground on both these routes, has enabled me to form a general comparison between them, and has led to the unhesitating conclusion that, in point of diminished distance, easy grades, freedom from serious obstacles, and convenience and abundant supply of materials for construction, the line of this reconnoissance presents a trace for a road that is not only perfectly feasible, but decidedly preferable to the other.

Lieutenant Beckwith corroborates this testimony (see volume 2, page 54, "Explorations and surveys for a railroad route," &c.,) when he speaks of "the Green River basin, and the coal basin of Green River from being abundantly supplied with that important article. It is more than two hundred miles in extent, from east to west, and has a variable width north and south, from twenty to a hundred miles." Speaking of snow in this region, about which most is said against a Central route, and fearful in any country where houses are not yet constructed, he says, "The trading post at Fort Bridger has been occupied constantly for the last ten years, but the district was much frequented before by traders and trappers, whose effects are always transported by cattle, which subsist themselves, throughout the year, by grazing—a fact remarkably significant of the winter climate and depth of snow which falls in the district, the general elevation of which may be safely taken at seven thousand feet above the sea; and it is said, by these people, to be a well-established fact, that horned cattle, of which their stock largely consists, cannot so subsist when the snow is deep enough to bury their eyes and enter their ears as they feed.

Our troops spent the winter of 1857–8 at Fort Bridger, and the miners have spent the two past winters in the Rocky mountains. They have not been seriously annoyed by snow, and, although the valleys are from five to six thousand feet above the sea, the climate is comparatively mild. The *Rocky Mountain News* of the 14th ult., published at Denver City, says: "We have not had eight inches of snow this winter, and grass now begins to grow, and the slopes look green." But railroad companies now overcome snow obstructions by the aid of board fences to check drifts, and in the use of the snow-plow to clear the track. Snow is no longer a railroad obstruction worthy of much consideration anywhere, and is no worse in the arid regions of the Rocky mountains than in the Eastern States of the same latitudes.

So much for the route to Salt Lake, to the Mormon settlement, where we have a population of at least forty thousand, and an army of two or three thousand, with which we must have constant communication. From Salt Lake City to the Nevada mountains, a section of about six hundred miles, we have the valleys of the Salt Lake and Humboldt river, level or easily graded plains. But the line is interrupted by the Humboldt mountains, which, however, are not difficult to pass. Scarcity of timber is the principal difficulty encountered. Cedar is found in the Humboldt mountains, but in places it may have to be transported from sixty to fifty miles. The description of this section, comprising the Mormon settlement, is too well known to require much consideration. Its particular features are stated in the report of Lieutenant Beckwith's volume, pages 60 to 70 Explorations.

Col. Sampson, of the United States topographical engineers, has recently opened a shorter route, considerably south of the Humboldt, which is now travelled by the emigration, and was followed by the stage coaches, by Horace Greeley, Esq., who considers it practicable for a railroad. This route is supplied with timber and water, and, for these reasons, may be found preferable to the Humboldt valley; but no survey has established the practicability of this line for a *railroad*, and your committee, therefore, retain the projection and distances, as prescribed by Lieut. Beckwith, on the level plane of the Humboldt river. By either the Simpson route or the Humboldt valley, we arrive at the new silver mines of Nevada Territory, where agriculture and mining are building up a new Territory. This settlement is at the base of the most precipitate and difficult mountain range, the Sierra Nevada. Carson river flows down this eastern slope, and sinks in the plane with the Humboldt river. Beyond the summit of this Nevada mountain, Sacramento river flows down its Western slope, and passing Sacramento city, the capital of California, enters the Pacific at San Francisco. With silver on one side and gold on the other, the Sierra Nevada mountain is now, summer and winter, traversed by thousands, and the necessity of a railroad is, therefore, greatest where the difficulties are most formidable. Many new routes have been proposed, but your committee will first present that which was surveyed and reported by the Governmental employees.

In passing the mountain you have to rise twelve hundred feet and descend twenty-four hundred feet. The rise is easy, and the descent is distributed over sixty-seven miles. On the summit of this mountain there is a level plane some thirty or forty miles in width. After what we have seen in passing the Alleghany Mountains, there can be no doubt of the practicability of passing this mountain, through the Madelin, Noble's, or Carson River Pass. Rather than go a great distance out of the line to avoid such a mountain, we would adopt the improved inclined planes, which some insist are now the cheapest way to overcome elevation; or we may adopt the zig-zag, or Y *boyeau construction*, that has occasionally been successfully used on the Baltimore and Ohio Railroad.

But there is no need of such an expedient. The surveys of Capt. Beckwith show the practicability of passing the Nevada Mountains by using grades that have been successfully tested. The most formidable obstacle in the route which he seems to prefer is two canons, through which the Sacramento runs, and through which it is proposed to carry the railroad.

As this is the great obstacle, we give his description, and ask railroad men to consider it for themselves. After describing the easy ascent from the east to the broad, flat, timbered summit of the Nevada, and after proceeding with no serious difficulties to the declining plain, from whence he could overlook the vast valley of the Sacramento, which leads to the Pacific Ocean, he thus speaks of the "canon of the Sacramento:"

"This canon is a formidable obstacle to overcome. Its entire length is thirteen and seventy-four hundredths miles, surrounded by an open valley of similar extent, which is followed by another canon eight and ninety-five hundredths miles of length, of the same character as the first. The river, as it enters the first canon, is from thirty to forty feet wide, flowing with a rapid current over a bed of rocks; and it is sixty feet wide as it enters the second canon, just below the junction of Fall River, and flows over a similar bed with an equally swift current.

"At their heads, these canons are vertical trachytic rocks eighty feet high, with large masses of fallen rocks accumulated at the bases of the walls. The first is cut through a high plain six miles; the plain then rises somewhat, and is surmounted by high sloping ridges rising five or six hundred feet above it, and the canon becomes much broader, and its walls more elevated for two miles, where it makes a large bend to the north; below this, the walls gradually decrease, and in two miles the canon opens to the width of half a mile, which it preserves for three miles to the succeeding valley. The highest portions of the walls rise two hundred feet above the stream, with an accumulation of fallen rocks extending half way to the top. For eight miles the course of the canon is direct; it then makes a long bend to the north, and is followed by two or three short curves, but with a generally direct course. Its open part is timbered, and its walls less abrupt; and on the right bank of the stream, the mountains, followed by the river, extended considerably in the plain of Free river. The most favorable line for the passage of a railway leads along the plain on the north side of the river, and descends the sides of the rocky hills which surmount it, and continues on the side of the mountain until it enters the plain of Fall river. The second canon is less formidable than the first, because it is of less extent. It will be perceived the river is small—from twenty to sixty feet wide. The canon is straight, or has long curves. Loose piles of rocks lay alongside the stream, and we do not perceive why these loose pieces of rocks may not be distributed partly in the stream and partly out of it, and with the aid of side cuts, follow near the bed of the stream instead of the side of the mountain." Be this as it may, Lieutenant Beckwith has not only carefully described these two gorges, which, taken together, only extend over 22.69 miles; but he shows how they may be overcome or avoided. After reading his report, any practical railroad constructor will be convinced of the practicability, and, in some respects, interesting portions of the railroad route.

The survey of Lieutenant Beckwith terminates at Fort Randal, on the Sacramento, where the river is navigable for small craft, and the valley affords an easy descent for a railroad to the bay of San Francisco. Having finished his review of the labors on this Central route, he concludes his report as follows:

"Further surveys on this route would doubtless develope important improvements at various points; and at two at least—one from the shore of the lake near Stanbury's Island, by Pilot Peak, to the pass in the Humboldt River to Mud Lake—would probably diminish the length of the line by one hundred and six miles. The grades, also, are doubtless susceptible of material improvement by minute surveys with spirit level. There is an abundance of good stone for bridges and building purposes, at short intervals, upon all parts of the line. Water is also found in abundance for railroad purposes, throughout these portions of the Tierra Nevada, Wasatch and Rocky mountains explored, and also at a few miles intervals, in the basin, where it usually occurs in spring at the bases of the mountains, and in small streams descending from the higher peaks and ridges to the adjacent plains."

And a simple reference to the map of the route will exhibit an imperfect feature in the fact that in its remarkable direct course, for its great length from the Missouri west to the Pacific, it follows the ascending and descending valleys of permanent rivers and their tributaries, for more than two-thirds of its entire length, and that water is abundant on all the intermediate spans, affording the means of irrigation to a large extent, wherever the lands are suitable for it; and that they will doubtless be found so, wherever the sage plains are luxuriant, may be inferred from the rich aromatic odor and resinous properties of that plant, and from the exceedingly nutritious character of the grass scattered through it. And it is a well-known fact that the Mormons produce some of their finest crops from reclaimed plains.

By reference to the map and accompanying table of latitudes, it will be seen that the route explored conforms throughout to a remarkably straight line, deviating west from Fort Bridger only at the Timpanozas canon, if that line be preferred to the Weber, and on the northern portion of the Sacramento River.

The Secretary of War, Hon. Jefferson Davis, in his summary report of 1855, although he favors the Southern route, thus speaks of this Central route, after he had reviewed the surveys concluded by Lieut. Beckwith:

"Although the route passes over elevated regions, the sum of ascents and descents is the next least after that of the seventeenth parallel, which is to be attributed to the table land character of the mountain districts.

"It partakes of the character of the route near the forty-seventh parallel, in the long and severe winters on the plain east of the Rocky Mountains, and westward to the Great Basin.

"The cost, as estimated in the office, from Council Bluffs to Benicia, a distance of 2,031 miles, is $116,095,000.

"The statistics of the route will be found in the table appended.

"The survey of the western portion of this route, by Lieut. Beckwith has resulted in the discovery of a more direct and practicable route than was believed to exist from Great Salt Lake to the valley of the Sacramento. Since his report was made, a brief communication from Brevet Lieutenant Colonel Steptoe, commanding the troops in Utah, has announced the discovery of a still more direct route from Great Salt Lake to San Francisco. The new portion of this route passes to the south of Humbolt, on Mary's river, and, entirely avoiding the difficulties experienced by travellers along that stream, proceeds to the valley of Carson river, being well supplied with water and grass. From Carson river, it passes the Sierra Nevada, by the passes at the head of that river, and descends to the valley of the Sacramento, being practicable through for wagons.

"In the absence of instrumental surveys, affording data for the construction of profiles, no opinion can be formed as to the practicability of this route for a railroad. Should it be found practicable, however, it will lessen the length of the route of the forty-first parallel, and still further diminish its difficulties, already known to be less than on any other route, except that of the thirty-second parallel."

The route here mentioned south of the Humboldt, corresponds mainly with that to which we referred as "Simpson's route." It is the route now traveled, and may, as the Hon. Secretary says, be adopted for the railroad, thereby still further diminishing the length of the Central route.

Although your committee would avoid a comparison of routes in regard to the topographical features of each, they would not have it inferred that they regard the obstacles on this Central route as any more formidable than those found on each of the other routes. All the surveys have been made with barometrical observations to ascertain heights, and stations have been from ten to twenty miles apart. These observations are sufficient to determine the general features of the country, and furnish sufficient information for practical men to judge of the practicability of the routes. Without more minute surveys, comparative grades, curves, and cost cannot be determined with such accuracy as to render comparisons safe, and your committee have, therefore, only spoken of comparative length and position which are based upon more certain and satisfactory data.

COST OF CONSTRUCTION.

The practical difficulty which is presented in estimating the cost of a Pacific railroad, is the unsettled and comparatively uncultivated portions of the country beyond the one-hundredth degree of longitude.

Although the country is not generally arable, the valleys of the streams are cultivable, and most of the other portions are good grazing lands, affording pasture for numerous herds of Buffalo antelopes, mountain-sheep, and where settlements exist, horses and cattle. Settlements and improvements are rapidly progressing on the Central route, and what now seems a desert waste, will be inhabited in advance of the progressing railroad. Yet it will be necessary to look elsewhere for the men and most of their supplies during the construction of the road. The Central route fortunately is most accessible to men and provisions, and the greater settlements along the line, and especially the Mormons in Utah, would furnish laborers, provisions and other advantages, to aid the progress of the work.

There are four general items in the cost of a railroad. These are the *road-bed, the ties, the iron* and the *rolling stock*. Iron and rolling stock, following the constructed road, would cost very little more than on other Western roads. The extra cost would mainly relate to the other two items, *road-bed* and *ties*. The grade is very easy on a great portion of the Central route, as the Platte Valley, Salt Lake Valley and the Humboldt Valley are extremely smooth and level. All the rivers can be easily bridged. The country is healthy; the climate is neither very hot nor very cold; miners are busy on all sides of it in search of gold and silver, and the moving emigration on this route, together with the mails already established, will all help to relieve it of a portion of the loneliness and desolation which exists on all the overland routes. By adopting a temporary grade, which can be improved afterwards, the track laying may commence at each end, and proceed with great activity toward the mountains, where men in advance should prepare the more difficult passes. It is not within the province of your committee to present items of estimates, but by thus showing that the extra cost mainly relates to the *grades* and *ties*, they cannot perceive how it is possible for such a road to cost a vast deal more per mile than other railroads. The cost of the Western roads does not exceed forty thousand dollars a mile, and some are built for much less. Add, if you please, twenty thousand dollars a mile for extra cost of grading, and procuring ties on a Pacific road, and you have a total of sixty thousand dollars a mile. If you start with two converging branches, which are to unite within two hundred miles of the Missouri, the entire length of line, including branches, would be, say two thousand miles, and the entire cost, one hundred and twenty millions of dollars.

Looking at the valley of the Platte, sixty thousand a mile would appear enormous; but while looking at the mountain passes of the Wasatch and Sierra Nevada, it would appear too small. As the easy portion far exceeds the mountainous and rough portions, your committee believe this sum a safe approximate estimate of the entire cost of the road.

PROBABLE RESULTS.

A railroad once made, connecting the Atlantic and Pacific, through a healthy, inhabited portion of the continent, will sensibly affect the commerce, travel, and social intercourse of the world. Europe and Asia will be brought, in effect, much nearer to each other, and we shall be much nearer to Asia. Travelling lines will not only be shortened, but they will be much more speedy, healthy, and inviting, by interposing the variety of land scenery for the dangers and monotony of the sea. It is not possible for your committee to make any estimate of pecuniary results which will grow out of such a stimulant to exterior commerce, but they are confident such a line of communication will be largely augmented by new elements of foreign intercommunication.

Results within our own country are more easily approximated. The travel across the continent will go by the railroad.

You can now go from any of our cities to St. Joseph's, Missouri, by a railroad, for thirty-five dollars. The remaining, say two thousand, miles to San Francisco, at three cents per mile, (nearly double the rates on this side,) would be sixty dollars; add for meals and extras, ten dollars; total from Eastern cities, by railroad to San Francisco, one hundred and five dollars. A passage by any of our foreign routes costs nearly two hundred dollars. By railroad you could go in six or eight days. It would be much cheaper, *quicker* and *safer* for passengers travelling from ocean to ocean, and they would all take the railroad route. This demonstration is irresistible and uncontrovertible. If the extremes would choose this route, intermediate or way travel between the cities of the Atlantic and the Pacific would, *a fortiori*, adopt this route. There is, as all know, a creative power in a railroad, which will double or treble the present California travel. There would then be at least one hundred thousand passengers passing each way, or two hundred thousand trips per annum. These, at sixty dollars each, for the section west of the Missouri line, amount to

The sum of	$12,000,000
All the gold would be transported by rail, and pay three per cent. on fifty millions	1,500,000
The mails at prices heretofore exceeded by land and ocean	1,500,000
Transportation of men and munitions of war, same as it now costs for way and through transportation	5,000,000
	$20,000,000

Freights will divide; some will go round by water, but a very large portion will go by rail. The distance from Boston to St. Joseph is nearly as great as from St. Joseph to San Francisco. It is obvious, therefore, that freight transported between the Mississippi valley and San Francisco would not go or come by our Eastern cities, but it would travel directly across by rail.

Where the distance to San Francisco by rail is 2,000 miles (say from Missouri and Iowa) at two cents per ton per mile, freights to and from San Francisco would be as follows:

A ton	$40.00	Bbl of Flour	$4.00
100 lbs	2.00	Bbl of Pork	6.00
1 lb	2	A cow (1,000 lbs)	20.00
Bushel of grain (60 lbs.)	1.20	Box dry goods (300 lbs.)	6.00

To determine the cost from ocean to ocean, it is sufficient to add 50 per cent. to these figures.

An inspection of these prices will furnish some means of judging what will go by rail, and what will travel by ocean.

The *interest, risk, insurance*, and *transportation* by water will average, say five per cent. The first three items being much greater by water than by rail, valuable light goods will go cheapest by rail, while cheap heavy goods will go cheapest by water. A package worth one dollar, weighing less than one pound, would go from New York to San Francisco by rail as the freight, three cents, added to the risk, insurance, and interest, would probably be less than five cents, the sum of these items by water. Therefore, everything worth a dollar a pound would go by rail.

A dollar's worth of cloth, silk, gold, silver, notions, and many articles of merchandise, will weigh less than a pound, and, therefore, go from New York and San Francisco through by rail. Besides, the difference between ten days returns and ninety days is of so much importance to mercantile operation, a much greater share would go by rail. In fact, we are told that over three hundred tons are annually forwarded by one express company, at from twenty to thirty cents a pound, requiring, as now conveyed, from twenty-five to thirty days. How much more, then, would go at three or four cents a pound, if conveyed in ten or twelve days? Certainly ten or twenty times as much. Without much doubt, therefore, the through and way freight, and the way passengers on the Pacific Railroad, would not be less than ten millions a year, which, added to the sum before mentioned, makes the gross proximate income per annum $30,000,000.

This sum is sufficient to pay current expenses, and also a fair dividend on the estimated cost, $120,000,000.

If it be said the items which are here enumerated are over estimated, it may be replied that before the road can be completed, another decade of our history will have transpired, and Western progress will more than compensate for possible errors.

Besides, this estimate makes no account of new elements of business that will be created by a new channel of commerce, so important to other nations of the world, and so sure to develop new industrial pursuits in our own country. This creative power of railroads has never been over estimated, and the only mistake railroad men have made in the productive results of their investments has grown out of the multiplicity of rival roads, and the consequent reduction of prices.

A Pacific Railroad is not liable to competition, for if others are made, they will be too remote to compete for local business, and they will not be undertaken for the through business until it has been clearly demonstrated that there is enough to well compensate two or more roads.

THE PLAN OF EXECUTION.

Your committee have found the greatest diversity of opinion as to the mode of accomplishing the object, and for years the inventive genius of men has been directed to schemes for constructing a Pacific Railroad. It is generally conceded that Government must, in some way, encourage the work, to induce private capital to take hold of it. After much consideration, your committee have adopted the plan of advancing Government thirty years' bonds bearing five per cent. interest, in payment for telegraph and transportation service, which is to be executed during the progress and after the completion of the work. To secure the Government, they are to be advanced only as sections of fifty miles are completed, beginning at each end with what is supposed to be only enough to aid capital, the amount permits it to increase as the work proceeds from both ends towards the centre of the line, when the expense will be the greatest. As a further security, these advances are to be a first mortgage lien on the road and equipment—so the effect is an advance of Government credit for thirty years on what would seem to be ample security. We have stated the annual service now required by the Government (which could and would be far better performed by a railroad) at five millions army and navy transports, and one and a half millions of postal service, which together amounts to six and a half millions. It is proposed to advance as the work progresses sixty millions in bonds, which may be increased by accruing interest over service as the work proceeds to seventy millions. The annual interest would then be $3,500,000. The annual service as above stated, ($6,500,000,) so the annual service would exceed the annual interest $3,000,000. This last sum would remain in the Government as a sinking fund, sufficient to extinguish the bonds in less than twenty-four years, and therefore before the bonds will become due.

If it be said the railroad will furnish transportation at much cheaper rates than now paid, Your committee has thus presented the nature of the work, the probable cost, and a mode by which government aid and private capital may unite in the accomplishment of the Pacific Railroad. It may differ from the views of many, and may not be the best mode of accomplishing the object. Your committee has tried to adopt the plan to the nature of our government and the public will. The sum required from Government, sixty millions, seems large; but it is only to be advanced in yearly installments, and then in bonds which are secured by a first mortgage on the road. The Mexican war cost us two hundred millions, and we never felt the payment. The construction of a Pacific Railroad will accomplish more good, and will add more to our national glory; and we would therefore be justified by posterity if we should double the $60,000,000 we have estimated as the cost of the national achievement. The ancient roads of Peru and the "Appian Way of Rome" are monuments of national power worthy of an ancient civilization.

A Pacific Railroad is consistent with the interests and intelligence of our people, in harmony with the progress of the age, and worthy of a great and powerful nation.

It will unite isolated sections of our own country, create a direct communication between Europe and Asia, and Revolutionize the commerce and elevate the civilization of the world.

Your committee having thus presented the matter submitted to their consideration, have prepared a bill designed to furnish the requisite legislation to accomplish the object, which they present, with a recommendation that it do pass.

S. R. CURTIS, Iowa,
J. F. FARNSWORTH, Illinois,
J. S. PHELPS, Missouri,
H. WINTER DAVIS, Maryland,
C. L. SCOTT, California,
A. H. RICE, Massachusetts,
R. E. FENTON, New York,
W. SMITH, Virginia,
M. TAYLOR, Louisiana,
F. W. KELLOGG, Michigan,
S. S. BLAIR, Pennsylvania,
C. ALDRICH, Minnesota,
A. J. HAMILTON, Texas,
E. B. FRENCH, Maine,
L. STOUT, Oregon,
T. C. HINDMAN, Arkansas,
Committee.

Pacific Railroad Bill.

A bill to secure contracts, and make provision for the safe, certain and more speedy transportation, by railroad, of mails, troops, munitions of war, military and naval stores, between the Atlantic States and those of the Pacific, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

That to insure the safe, certain, and speedy transportation of mails, troops, and public stores from the western border of what is called our Western States, by railroad, to wit: starting from two points, one on the western border of the State of Missouri, the other on the western border of Iowa, with two converging lines bearing westward and uniting within two hundred miles of the Missouri river, and thence proceeding by a single trunk line, by the nearest and best route to the bay of San Francisco, or to the navigable waters of the Sacramento, in the State of California, there be, and hereby is, granted to ——, and to such persons as a majority of such grantees shall admit as their associates, and to their successors, every alternate section of land within one mile of such railroad line as such persons may adopt, said sections to be those designated by odd numbers. And when the United States have disposed of any such sections, or for any other reason cannot convey title thereto, or when the same shall be condemned by the United States surveyors as worthless, (and his decision be approved by the Secretary of the Interior,) or when the same shall be mineral lands, or if the same be occupied at the date of the passage of this bill, the deficiency shall be made up by selections made within six miles of said road from lands of the United States to which none of the aforesaid objections apply: *Provided*, That so soon as the terms of this act are accepted by the parties undertaking to perform the services herein provided for, it shall be the duty of the President of the United States, upon the application of said parties, to cause the public lands for six miles on each side of so much of such road, as the parties may indicate, to be withheld from settlement, sale and occupation, until the lands shall have been surveyed and the alternate sections selected, as provided in this act.

SEC. 2. *And be it further enacted*, That each and all grants made in this bill to the parties aforesaid are made on the terms and conditions specified in this act, and on condition that said parties assent to the same and comply therewith; and that said parties shall transport by railroad the mails, troops, and public stores of the United States, as prescribed in this act, upon the route designated in this bill as near as may be practicable. Such railroad shall be supplied with all necessary drains, culverts, crossings, viaducts, sidings, bridges, turnouts, watering places, depots, and all other equipments, furniture, and appurtenances of a first-class railroad, with rails of a good quality and size, which rails and all other iron work shall be of American manufacture. And said parties shall provide a telegraph line on said road in the most approved and workmanlike manner.

SEC. 3. *And be it further enacted*, That said road contemplated by this act shall carry over each section as it is finished, and over the whole route after it is finished, all mails, troops, seamen, and Government stores, and Government agents; and shall be allowed for these services such sums as the department in behalf of which the service is rendered may authorize and prescribe, the rate in no case to exceed, in peace or war, that paid for like services on other first-class railroads of like character, until the whole amount of money advanced by the United States to said parties shall be reimbursed by services so rendered: *Provided*, That the United States shall, at all times, have the preference for all purposes to the use of said road and telegraph line; and for telegraphic services rendered the Government shall pay such sums as the department may allow in behalf of which it may be rendered.

SEC. 4. *And be it further enacted*, That, whenever either of said parties shall have fifty consecutive miles of any portion of said railroad and telegraphic line ready for the service contemplated by this act, and shall report the same to the President of the United States, it shall be the duty of the President to appoint immediately three commissioners, who shall examine the same, and make report to him in relation thereto; and, if it shall appear that fifty consecutive miles of said road and telegraph line have been completed in a good, substantial and workmanlike manner, and in all respects as required by this act, and supplied with all necessary rolling stock, buildings and turnouts, for the use of said road, and are in good working order, capable of performing the service here contemplated, then it shall be the duty of the Secretary of the Treasury, under the direction of the President to issue to the party or parties that may have said fifty consecutive miles of line completed, the bonds of the United States, in the following amounts, and in the following manner: commencing at the east end at the rate of twelve thousand dollars a mile, and at the crossing of the ninety-seventh meridian of longitude this sum shall be increased three thousand dollars a mile, and the same increase shall be made at the crossing of each succeeding degree of longitude until the one hundred and ninth deg. is reached; and at the west end, commencing at the rate of twelve thousand dollars a mile to the base of the Nevada mountain, when it shall be increased to twenty four thousand dollars a mile; and at the crossing of the next degree of longitude after reaching the summit of the Nevada mountain, proceeding eastward, this amount shall be increased by two thousand dollars per mile, and the same increase (two thousand dollars a mile) shall take place at the crossing of each succeeding degree of longitude until the aforesaid meridian of one hundred and nine degrees of longitude is reached. And as the work proceeds, after the completion of fifty consecutive mile sections, and they are approved, as aforesaid, bonds shall be issued for each mile so completed, according to the above rates; and the issue of the said bonds, and the receipt thereof by the parties aforesaid, shall operate as a first-mortgage lien to the United States on the road-bed, road, rolling stock, iron, and all the buildings and appurtenances belonging to said road, and all the purchases made of materials or outfits, to secure to the United States the re-imbursement of the sums so advanced by the United States: *Provided*, That the sum so advanced as aforesaid shall not exceed sixty millions of dollars: *And provided, also*, That before such advances shall be made on work in the State of California, legislative provisions and authority shall be procured from California, or any other State through which the road shall pass, which shall secure the validity of the lien contemplated by this act. And the parties undertaking the service herein provided shall agree to have five hundred miles of their road and telegraph line completed within six years after the passage of this act; and to this end the parties shall begin at each end, and they may proceed at any intermediate points. And when fifty miles of said road are completed in the manner herein stated, the parties heretofore mentioned shall have the lands hereby granted conveyed by patent to them for the like distance of fifty miles, to the amount allowed by the terms of this bill, and so on, fifty miles of land for each fifty miles of railroad and telegraph line completed by said companies, until said railroad and telegraph line shall be entirely completed, leaving the mortgages aforesaid upon the beds of said road, and all the rolling stock, buildings, and depots thereof, as security that the amount of the bonds or treasury notes advanced by the United States, as aforesaid, shall be reimbursed in mail and other service, according to the provisions of this act: *Provided*, That the parties receiving lands by this grant from the government of the United States shall sell and alienate one-half of said lands within five years from the date of the patents to the same.

SEC. 5. *And be it further enacted*, That if the parties proceeding under the provisions of this act in the construction of said road shall fail to commence the work upon said road within one year, from the approval of the act by the President, or fail to proceed at an average annual rate of one hundred and fifty miles per year after the first year, or shall fail to complete the whole of said line and furnish the railroad transportation contemplated and contracted for by this act, along the entire line within fifteen years after the passage and approval of this act, the parties contracting or owning the same shall forfeit all the rights and privileges hereby granted, either in respect to aid, rights of way, or lands not yet disposed of by them; and it shall be the right and duty of Congress to provide for the construction or completion of the same by other parties, and to this end all the property, rights, franchises, or improvements belonging to, or connected with this road so far as completed or in progress shall inure to and become the property of such second parties herein referred to upon the same conditions as it belonged to the parties thus failing: *Provided*, The failing parties shall be paid by said second companies or parties, what said road, property, or improvements are actually worth, over and above the Government aid, at the time the road shall be taken possession of by said second parties, and the said second parties shall from that time receive and hold said property upon the same conditions as it is received by the first parties, and upon such further conditions as Congress may impose, and they, the said second parties, shall be liable to be superseded in like manner as at first, in case they fail to comply with the terms of this act: *Provided*, That two millions of dollars in like bonds shall be added to the gross sum for every year's reduction of the time of completing the work, payable as the bonds before named.

SEC. 6. *And be it further enacted*, That the parties aforesaid shall annually, during the construction thereof, make a full report to the Secretary of the Interior, verified by the oath of the proper officer or agent of said parties, of the condition and progress of said work, of the length of railroad and telegraph line completed, and the cost of the same, and the distance in course of construction and the cost so far of the same, of the estimated value of the lands unsold, of the amount of money and property on hand and of the amount received from the road, and of all the cost and expenses of the construction thereof up to the time of making said report for the preceding year. And said reports still the saving is no loss to the Government, and the increase in quantity of public transportation will probably more than compensate for the reduction of prices. Besides, the service, as the work proceeds, will keep down a large portion of the interest named, especially when it is apparent the bonds will not all be advanced till the work is all done. It remains to be shown whether the sixty millions required from private capital will be well invested. Take from the estimated gross income per annum the service, as before stated, $6,500,000, and there remains $23,500,000 as the annual receipts to pay current repairs, expenses, taxes, and dividends.

Engineers have determined the net cost of running a train to be about one dollar a mile. There are many articles besides fuel that make up the cost, but that being the principal item and fuel being scarce on the road, we will put this cost at three dollars a mile. Three through trains a day, each way, will do all the business here contemplated. The daily cost would then be eighteen dollars a mile per day, and on two thousand miles $36,000 a day, and for a year $12,960,000, for running three trains from each end each day. Take this from $23,500,000 and there remains $10,540,000 to pay repairs, taxes, supervision, and dividends. For repairs, taxes, and supervision say one thousand dollars a mile, $2,000,000, and there remains $8,400,000, which is twelve per cent. per annum on the sum of $70,000,000 to which the $60,000,000 *may possibly* swell by interest during the completion of the work.

shall be continued annually after said road and telegraph lines are completed, showing the annual income and expenditures thereof by items, after that time, together with a statement of the lands remaining unsold and the estimated value thereof, and of the lands sold and the amounts received therefor, and a general statement of the condition of said road and telegraph line and of the income and expenditures thereof for the year preceding.

SEC. 7. *And be it further enacted*, That said parties owning or managing said railroad and telegraphic line shall keep the same in good order and repair, and shall not permit any unreasonable delay in the transportation of mails, troops, and stores sent by Government on said railroad, or in the transmission of intelligence by said telegraph line; and in case said parties shall permit or allow any such unreasonable delay, or permit or allow said railroad or telegraph line to remain improperly out of repair, such party shall be subjected to such fines and penalties therefor as the department whose business may be neglected shall see fit to impose.

SEC. 8. *And be it further enacted*, That the Secretary of the Interior shall cause the lands to be surveyed (after the routes shall be fixed) on the line of said road so far as necessary, as fast as may be required by the construction of said railroad, and the lands hereby granted shall not be liable to sale (except by said party) or entry, or pre-emption, before or after they are surveyed.

SEC. 9. *And be it further enacted*, That the right of way is hereby granted for said railroad to the parties constructing the same, to the extent of two hundred feet in width on each side of said railroad where it may pass through the public domain, in the same manner, in all other respects, as is provided by law in other cases, including all necessary grounds for station buildings, workshops, depots, and so forth; and the right of way shall be exempt from taxation within the Territories of the United States. The United States shall extinguish, as rapidly as may be, the Indian titles to all lands falling under the operation of this act, and required in the donation to the road named in this bill.

SEC. 10. *And be it further enacted*, That all minerals of gold and silber and cinabar, shall be, and are hereby, reserved and excepted from the operation of this act; but to aid in the construction of said railroad and telegraph line, said party may take and use earth, stone, timber, and other materials, from any lands adjacent to said railroad belonging to the United States.

SEC. 11. *And be it further enacted*, That if, at any time, from any emergency of Federal affairs, the Government of the United States shall require the sole and exclusive use of the railroad and telegraph line herein provided for, and shall assume the same, the Government shall credit said railroad and telegraph company with the excess of the gross earning of the said railroad and telegraph line over and above the operating expense during the time in which the Government shall have had exclusive possession and control of the same.

SEC. 12. *And be it further enacted*, That the bonds or treasury notes authorized to be issued by the provisions of this act shall be made payable to bearer, and redeemable at the Treasury of the United States in thirty years from the date thereof, bearing interest at the rate of five per centum per annum, payable semi-annually at the Treasury of the United States; and if bonds be issued, they shall be coupon bonds, or inscription bonds, at the election of the parties herein named.

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B. B. VINCENT, WILLIAM HIMROD, DAVID HIMROD, JOHN H. VINCENT, DAVID SHIRK.
Chicago, April 11th, 1860.

CO-PARTNERSHIP.—The undersigned have this day entered into co-partnership under the name and style of Vincent, Tibbals, Shirk & Co., for the purpose of manufacturing Stoves, and selling them in [illegible] at the old stand of Vincent, Himrod & Co., 243 Lake street, and 263 South Water street.
B. B. VINCENT, DAVID HIMROD, CHAS. E. TIBBALS, DAVID SHIRK, JOHN H. VINCENT.
Chicago, April 11th, 1860. ap12b68-1m

CO-PARTNERSHIP NOTICE. The Co-partnership heretofore existing under the firm of WRIGHT, GILLETT & RAWSON, expires this day by its limitation, and by mutual consent. The business of the late firm will be settled by John B. Wright and Levi Rawson.
JOHN B. WRIGHT, JOHNATHAN GILLETT, LEVI RAWSON.
New York, March 31, 1860.
The undersigned have this day formed a Co-partnership under the name and style of WRIGHT & RAWSON, for the transaction of a Western Produce Commission Business as successors of Wright, Gillett & Rawson, at No. 1 Front street, New York.
JOHN B. WRIGHT, LEVI RAWSON.
New York, March 31, 1860. ap3d 2m

CO-PARTNERSHIP NOTICE.—The undersigned have this day formed a Co-partnership for the purpose of carrying on a WHOLESALE GROCERY —AND— GENERAL COMMISSION BUSINESS, Under the firm name of Norton, Robb & Co., and have taken the Store No 16 River street.
HORACE NORTON, CHAS. ROBB, H. E. NORTON.
Chicago, April 1, 1860. ap3-b973-1m

THE CO-PARTNERSHIP heretofore existing under the firm of Collins, Brown & Burgie, is this day dissolved by the withdrawal of J. P. Brown. Collins and Burgie being only authorized to settle all out-standing claims of the late firm.
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E. BURLING, ARCHITECT, No. 40 Dearborn street, (opposite Tremont House,) is prepared to furnish Plans and Specifications for all kinds of Buildings. He confidently refers to many of the best buildings in Chicago, both public and private, as evidence of his ability, and that orders entrusted to him will be executed in the most satisfactory manner. ja26-b5-ly

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Legal Advertisements.

ADMINISTRATOR'S NOTICE. The undersigned having been duly appointed Administratrix of the estate of Elisha W. Tracy, deceased, late of Cook County, in the State of Illinois, by the County Court of said County, has set the first Monday of June next, at a term of said Court then to be held for the presentment and adjudication of all claims against said estate, at which time at the Court House in Chicago, all persons having any claims against said estate, are requested to present the same for adjudication.
SARAH ELIZABETH TRACY, Administratrix.
Dated April 16th, 1860. ap16-d4-1w4w

MASTER'S SALE.—State of Illinois, Cook County, ss.—Cook County Circuit Court, In Chancery. John H. Kinzie vs. George C. Bates, Thomas Armstrong and James Averill.
Public Notice is hereby given, that in pursuance of the [illegible] of a decree rendered in the above entitled cause on the 19th day of March, A. D. 1860, I, L. C. Paine Freer, Master in Chancery of Cook County, State aforesaid, will on the seventh day of May, A.D. 1860, sell at public auction for cash, to the highest bidder, at the north door of the Court House, in the City of Chicago, County of Cook, aforesaid, at ten o'clock in the forenoon of said day, all of the following described piece of real estate, to-wit: All that certain tract or parcel of land situated in the City of Chicago, and usually called the "Sand Bar," being all that part of the north fraction of section No. ten (10), in township No. thirty-nine (39), north of range fourteen (14), east of the third principal meridian, which lies south of the piers constructed in the harbor of Chicago, and which is not included in the water lots of Kinzie's Addition to the said town of Chicago as the said water lots are laid out on the original plat of map of said Kinzie's Addition now on file in the office of the Recorder of Deeds for the County of Cook, to which said original map reference is hereby made" or as much thereof as may be necessary to make the money due to said complainant upon said decree with costs, &c.
L. C. PAINE FREER, Master in Chancery, Cook County.
Chicago, April 9, 1860. ap10 d8 tds

STATE OF ILLINOIS, County of Cook, ss.—Superior Court of Chicago, June Term, 1860.—Philetus W. Gates, Avander S. Warner, Ambelina G. Warner, Thomas Chalmers and David R. Fraser vs. Samuel G. Burdick, Henry McAuley and Dexter H. Sergeant. Petition for Mechanic's Lien. Affidavit of the non-residence of Samuel G. Burdick, one of the defendants above named, having been filed in the office of the Clerk of said Superior Court of Chicago. Notice is hereby given to the said Samuel G. Burdick, that the petitioners filed their petition in said Court, on the 5th day of October, 1859, and that a summons thereupon issued out of said Court against said defendants, returnable on the first Monday of November, 1859, as is by law required. Now, unless you, the said Samuel G. Burdick, shall personally be and appear before said Superior Court of Chicago of Cook County, on the first day of a term thereof, to be holden at Chicago, in said County, on the first monday of June, 1860, and plead, answer or demur to the said petitioners' petition, the same, and matters and things therein charged and stated, will be taken as confessed, and a decree entered against you according to the prayer of said petition.
W. KIMBALL, Clerk.
FARWELL, SMITH & THOMAS, Compl'ts Sol'rs.
March 31-b638-6w

STATE OF ILLINOIS, County of Cook, ss. Superior Court of Chicago, May Term, 1860.—William H. Townsend vs. Thomas B. McKinstry, Lavina McKinstry his wife, Jonathan Clark, George F. Crocker, Samuel F. Slater and Robert Clark.—In Chancery. Affidavit of the non-residence of Thomas B. McKinstry and Lavina McKinstry his wife, two of the defendants above named, having been filed in the office of the Clerk of said Superior Court of Chicago, Notice is hereby given to the said Thomas B. McKinstry and Lavina McKinstry, his wife, that the complainant filed his bill of complaint in said court, on the chancery side thereof, on the twenty-ninth day of March, 1860, and that a summons thereupon issued out of said court against said defendants, returnable on the first Monday of May next, 1860, as is by law required. Now, unless you, the said Thomas B. McKinstry and Lavina McKinstry, shall personally be and appear before said Superior Court of Cook county, on the first day of the next term thereof, to be holden at Chicago, in said county, on the first Monday of May, 1860, and plead, answer or demur to the said complainant's bill of complaint, the same, and the matters and things therein charged and stated, will be taken as confessed, and a decree entered against you according to the prayer of said bill.
W. KIMBALL, Clerk.
STARR & ISHAM, Compl'ts Sol'rs. mh30b661 4w

MASTER'S SALE.—State of Illinois. Circuit Court of Cook county.—In Chancery. Eunice Egerst vs. Andrew Egerst.
Public notice is hereby given that I, L. C. Paine Freer, Master in Chancery of Cook county, will, on the nineteenth day of April, 1860, at 10 o'clock A. M. of said day, at the North door of the Court House in the city of Chicago, in said County, sell at public auction to the highest bidder the west half of the southeast quarter of section thirty (30), in township thirty-seven, (37) north of range thirteen, in said county of Cook. Terms of sale—one quarter cash, balance in three annual installments, with interest at six per cent. Defered payments to be secured by mortgage on the premises sold.
L. C. PAINE FREER, Master in Chancery, Cook County.
Chicago, March 29th, 1860. mh30b662

TRUSTEE'S SALE.—Whereas Malcom McNeill and John W. Fraser have made default in the payment of three promissory notes executed by them, dated on the twenty-eighth day of May, A. D. 1857, payable to the order of Jacques Pouil on the twenty-fourth day of January, A. D. 1860, with interest at six per cent., two of said notes being for five hundred dollars each, and the other for five hundred and eighty-three dollars and thirty-three cents, said notes secured by deed of trust executed by said McNeill and Fraser of date with said notes, running to the undersigned as trustees and conveying to us lot number twenty (20) in block number one hundred and one (101) in the School Section Addition to the City of Chicago, with the buildings and improvements thereon, situate in the City of Chicago, County of Cook and State of Illinois, and which deed was recorded in the office of the Recorder of said Cook County, in book 197 of deeds, page 209. Now, therefore, in pursuance of the powers and provisions of said Deed of Trust contained, and on application of the legal holder of said notes, we the undersigned trustees, will on the fourth day of May, A. D. 1860, at 10 o'clock in the forenoon of said day, sell at public auction for cash, to the highest bidder, the above described premises to make the money due on said promissory notes with interest and the costs of sale.
JACQUES POUIL, SAMUEL STRAUS, Trustees.
(Chicago, February 13th, 1860. Room No. 14 Metropolitan Block. [fe24b676-td]

MASTER'S SALE.—State of Illinois, Cook County, ss: Superior Court of Chicago. William Goldie vs. Florence Mahoney, John D. Mahoney, and Charles J. Hull.—Petition for Mechanic's Lien.
Public notice is hereby given that, in pursuance of a decretal order entered in the above entitled cause on the seventh day of April, A. D. 1860, I, Ira Scott, Master in Chancery of said Court, will on the seventh (7) day of May A. D. 1860, at the hour of ten o'clock in the forenoon of that day, sell at public auction, to the highest bidder, for cash, at the North door of the Court House, in said County of Cook, the following described property, together with the building erected thereon, situated in the City of Chicago, County of Cook and State of Illinois, to-wit: Lots numbered twenty-three (23), twenty-four (24) and twenty-five (25), in C. J. Hull's subdivision of block fifty-two (52), in Canal Trustee's subdivision of section thirty-three (33), township forty (40) North of range fourteen (14), East of third principal meridian.
IRA SCOTT, Master in Chancery of Superior Court of Chicago.
Chicago, April 11th, 1860. ap12b716-td

MORTGAGE SALE.—Whereas Geo. R. Eckley and Letitia W. Eckley, his wife, both of the City of Chicago, in the County of Cook and State of Illinois, by their certain indenture of Mortgage, dated the twenty-sixth day of september, in the year of our Lord one thousand eight hundred and fifty-seven, mortgaged to Robert P. Lane, his heirs and assigns, to secure the payment of one certain promissory note of even date with said mortgage, and therein described, for the sum of sixteen hundred and sixty-seven dollars and eighty cents ($1667.80) with interest at the rate of ten per centum per annum, from September the 26th, 1857, the following described lands, or premises and real estate, situate in the County of Iroquois and State of Illinois, and described as follows, to wit: "The West half of the Northeast quarter of Section number nineteen (19), in Township number twenty-six (26), North of Range number ten (10) East, being situate in the said Iroquois County, Illinois." "The East half of the Southeast quarter of Section number six (6), in Township twenty-six (26), North Range number ten (10), East, being eighty acres in Iroquois County, Illinois," which mortgage was duly filed for record in the Recorder's Office of said county of Iroquois, on the fourteenth day of October, A. D. 1857, and duly recorded in Book number Nineteen, page thirty of Mortgages. And whereas the promissory note made by George R. Eckley and payable to the order of the said Robert P. Lane, six months after the date thereof, with interest at ten per cent. per annum from September 26th, 1857. Now, therefore, default having been made in the payment of said promissory note, by virtue of the power and authority granted to me in the said mortgage and for the uses and purposes therein expressed, I, Robert P. Lane, the said mortgagee, will sell at public auction to the highest bidder, for cash, on the twenty-first day of May, A. D. 1860, at ten o'clock in the forenoon, at the North door of the Court House, in the City of Chicago, State of Illinois, all the said described tracts or parcels of land, or so much thereof as may be necessary, to satisfy the amount of principal, with interest due, and all costs and expenses of said sale, together with all the right and equity of redemption of the said George R. Eckley and Letitia Eckley, his wife, therein.
ROBERT P. LANE, Mortgagee.
April 11th, 1860. ap12d71-td

EXECUTOR'S SALE.—The executors of the Estate of J. Barber will offer for sale at Public Auction at the North door of the Court House in the city of Chicago, on the 15th day of May next, the following property, viz.: LOTS IN THE CITY OF CHICAGO. [lot listings illegible] LOTS IN PERU, ILL. Lots 1 and 3, in block 16. (The C. & R. I. Railroad has the right of way.) LAND IN WINNEBAGO CO., ILL. [illegible] LANDS IN TOWN & COUNTY OF OTTAWA, MICH. [illegible] Also—Propeller L. Barber, (if not sold previously by private sale,) built in Cleveland, O., 1856. Length [illegible]. TERMS—One half cash; balance in one and two years, with interest and with satisfactory security.
R. LIND and S. S. SLATER, Executors.
fe16b627 td

Medicines, &c.

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ROSE GLYCERINE—A preparation of the Most Soothing Qualities, recommended by Physicians for Purifying, Whitening and Softening the Skin—admirably adapted for Healing Chapped or Inflamed Hands, Face, Lips, and all Skin Diseases. ly14-ly FENTON & CO.

THE GREATEST WONDER OF THE NINETEENTH CENTURY. Prof. Wood's Hair Restorative. Says the St. Louis, Mo., Democrat: Below we publish a letter to Dr. Wood, of this city, from a gentleman in Maine, which speaks glowingly of the superior merits of his hair tonic. Such evidence must have its effect, when coming from a reliable source. If certificates are guarantees of truth, the Dr. needs no encomiums, nor useless puffery from the press:
BATH, MAINE, Jan. 20, 1858.
Professor O. J. Wood & Co.—Gentlemen: Having my attention called a few months since to the highly beneficial effects of your hair restorative, I was induced to make application of it upon my own hair, which had become quite gray, probably one-third white; my whiskers were of the same character. Some three months since I procured a bottle of your hair restorative, and used it. I soon found it was proving what I had wished. [illegible] I have used it [illegible] I can now certify to the whole world that the gray or white hair has totally disappeared, both on my head and face, and my hair has resumed its natural color, and I believe [illegible] Yours truly, A. C. RAYMOND.
WOOD'S HAIR RESTORATIVE.
Professor Wood—Dear Sir: Having had the misfortune to lose the best portion of my hair, from the effects of the yellow fever, in New Orleans in 1854, I was induced to make a trial of your preparation, and found it to answer as the very thing needed. [illegible] FINLEY JOHNSON.
The undersigned, Rev. J. K. Bragg, is a minister in regular standing, and pastor of the Orthodox Church at Brookfield, Mass. He is a gentleman of great influence and universally beloved. WM. DYER.
BROOKFIELD, Jan. 12, 1858.
Professor Wood—Dear Sir: Having made trial of your Hair Restorative, it gives me pleasure to say that its effect has been excellent in removing inflammation, dandruff and a constant tendency to itching with which I have been troubled from my childhood; and has also restored my hair, which was becoming gray, to its original color. I have used no other article with anything like the same pleasure and profit. Yours truly, J. K. BRAGG.
O. J. WOOD & CO., Proprietors, 444 Broadway, New York, (in the great N. Y. Wire Railing Establishment,) and 114 Market street, St. Louis, Mo. And sold by all Druggists and Fancy Goods Dealers. 20

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